CYCLE NEWS®

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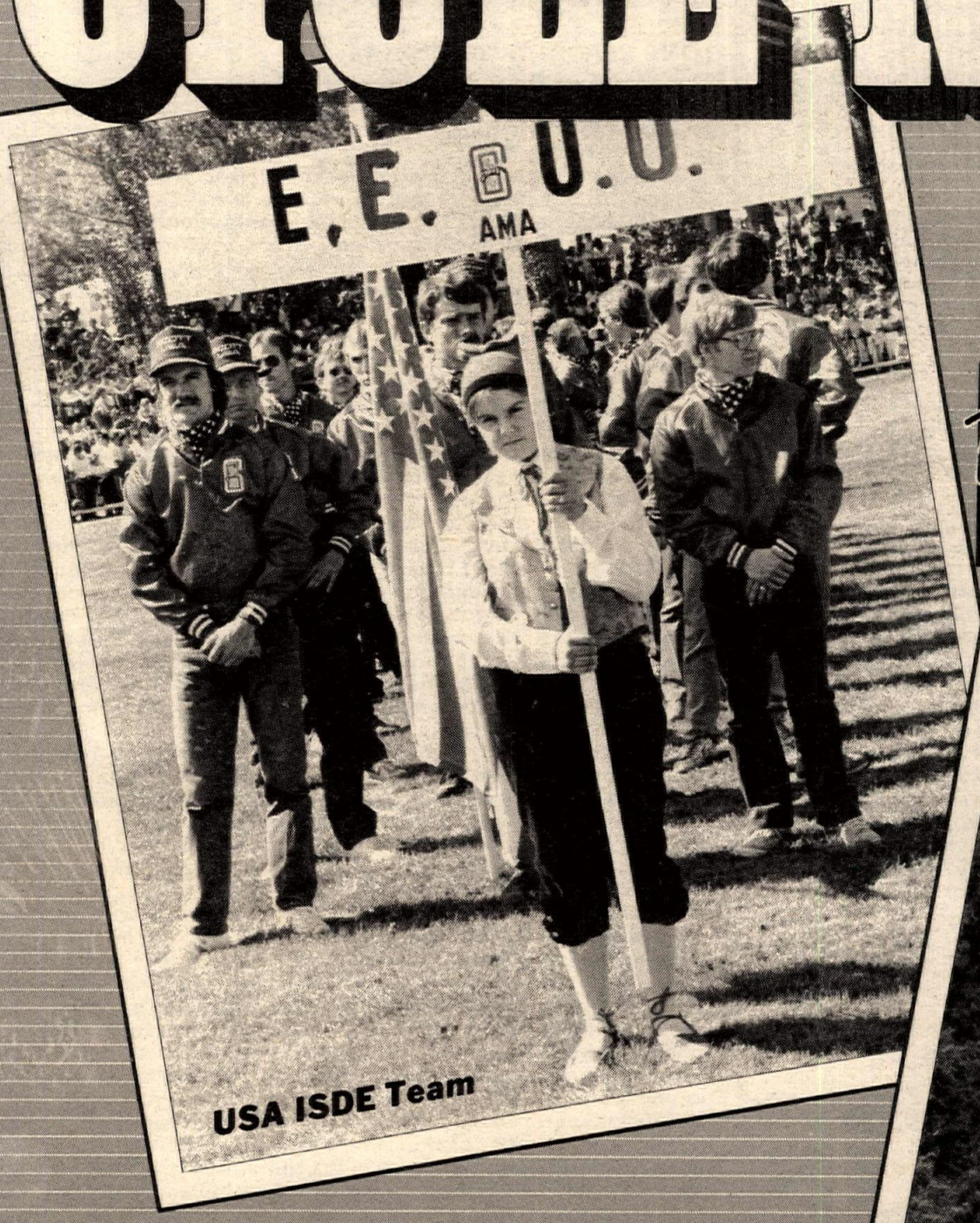
Rock dodging in Spain

The 60th ISDE



USA ISDE Team

William Perkins

Larry Roeseler

National Speedway C'ship; Trans-Cal MX; How to be a MX Star; local racing and more!

America's weekly motorcycle newspaper

The Latest POOP BY PAPA WEALEY

AMA 1985 125cc National Motocross Champion Ron Lechien was busted on Friday, October 11 in Japan for possession of marijuana. Lechien, who was in Japan for the Japanese Grand Prix, was detained at New Tokyo International Airport in Narita, Japan by customs officials who found marijuana in the Team Honda rider's suitcase. Lechien was fined $100, spent the night in a hotel and flew home the next morning without racing.

Malcolm Smith, Dan Gurney and stuntman Stan Barrett are among a group of 12 riders currently touring China on KL600 and KL250 Kawasakis. The 1000-mile, 10-day tour began in October and is being billed as the Kawasaki China Connection.

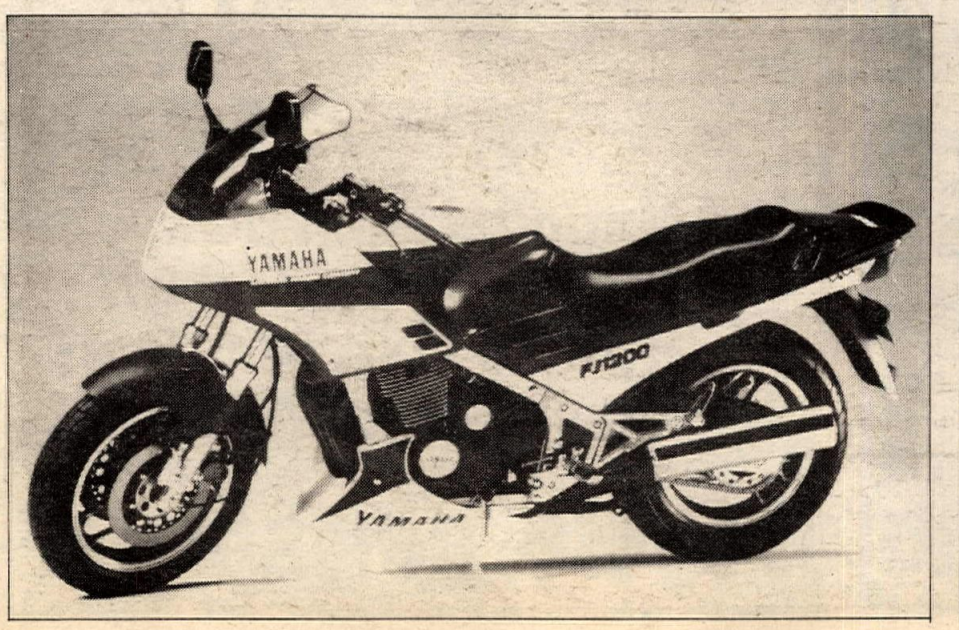
Continental Products Corp. has strengthened its replacement tire division with four new territory managers; Gary Helton will handle the Northwest, Carl Blair will be in Washington D.C. while Ron Oberman will cover the Midwest and Arthur Ledue is scheduled to take care of the Northeast.

Fred Hoess, gold medal winner at the Spanish ISDE, and his father had their passports and airplane tickets stolen at the airport in Barcelona, Spain, when returning to the United States. They spent the rest of the day at the American Embassy in Barcelona filing for new passports. When they left the Embassy later that day, they found that a window in their rent-a-car had been smashed in and all of their luggage stolen, including all Fred's riding gear, except for his helmet. "I couldn't believe it!" said Fred, "I mean,twice in one day? The car was parked right outside the Embassy, and there were people all around. I can't believe nobody saw it happen and didn't do anything about it. We had to sleep overnight in the car without our jackets or anything, and with the window smashed in, we almost froze to death."

The Los Angeles round of the Rodil Trophy Supercross Series, which will be held in the L.A. Coliseum on November 9, will possibly see the use of a handicapped start in the final. According to Stadium Motorsports' Helen Molletta, the plan is "patterned after speedway, but of course we can't start riders 50 feet in back of the line. We plan to use a system where the first half of the gate drops five, maybe 10 seconds before the second half. Riders who qualify directly out of the heats will start on the 'delayed' portion of the gate, and those who transfer out of the semis and Last Chance Qualifier will start on the side that drops first." The intention of the system is to provide closer racing. Confirmed American entries for the race in-

SUZUKI GSX-R1100

Proof that the horsepower wars aren't over yet: Suzuki's oil-cooled, 1052cc, 130-horsepower GSXR1100 and Yamaha's air-cooled, 1188cc, 130-horsepower FJ1200, both seen at the recent Paris motorcycle show.



AMA Dirt Track Advisory Board meeting

Major rule changes for Class C racing?

LONG BEACH, CALIF., OCT. 14

The AMA Dirt Track Advisory Board met the day following the San Jose Mile to discuss several important rule changes that could have an immediate effect on the state of dirt track racing in the United States.

Several controversial proposals were raised with most coming in the form of dirt track equipment requirements. The first stated that Expert equipment for TT, half mile and mile events would meet the following standards; 0-504cc, single-cylinder, air-cooled, four-stroke engines with a maximum of four valves (two intake and two exhaust), or 0-750cc, twin-cylinder, air-cooled, four-stroke engines with a maximum of four valves per cylinder (also two intake and two exhaust). The second proposal was for Junior TT, half mile and mile equipment and stated that equipment would have to meet the following standards; 0-504cc, single-cylinder, air-cooled, four-stroke engines with a maximum of four valves (two intake and two exhaust), or restricted 0-750cc, twin-cylinder, air-cooled, four-stroke engine with a maximum of four valves per cylinder (two intake and two exhaust). A change in the diameter for intake restrictors was also proposed for Juniors, up from 27mm to 30mm. Eight of the nine board members voted for the proposals.

After advisory board approval of the engine guidelines, the following motions regarding maximum cylinder bores for all four-stroke equipment were brought to the floor: single-cylinder, four-stroke machines up to 504cc shall be limited to a standard maximum cylinder bore of 92mm on the approved engine with an allowable overbore of .045 inches; twin-cylinder, four-stroke machines shall be limited to a standard maximum cylinder bore of 79.5mm on the approved engine with an allowable overbore of .045 inches. Once again, eight of the nine members agreed.

In addition, some of the board members indicated a need to revise the "stability rule" to allow for immediate implementation of new standards. A motion was made to revise the rule to read as follows: "Any rule adopted which changes the engine displacement of a class shall take effect on January 1 of the calendar year following the year in which the rule is adopted. In addition, the rule must remain in effect for a minimum of five calendar years." Eight of the board members said yes to the motion while one member was opposed.

Another proposal that was approved, but didn't gain a unanimous decision, was a motion that the AMA would levy a $1000 fine against promoters if race starts are delayed beyond advertised times due to negligence or failure of promoter to provide a doctor, ambulances, suitably-prepared race track, etc., in time to meet the race schedule; the fines levied would be added to the rider point fund.

Board chairman Bill Amick also indicated that although the sanctioning process for 1986 had just begun, the goal is for 22-24 National events, with $35,000 minimum purses for miles and $30,000 minimums for the other races. The AMA also announced that the annual National events in the Houston Astrodome have been changed; the TT has been dropped for '86, and the short track National will be run in conjunction with an AMA/Insport Tour Supercross. The AMA says this is only an experiment and no other dirt track/supercross doubleheaders will be scheduled until the Houston program can be evaluated. The AMA Board of Trustees will review the proposals at their meeting on November 11.

Wills sets world record at Gulfport Nat'l Drags

GULFPORT, MS, OCT. 12-13

Sam Wills accomplished what no other drag racer has before when he turned in two runs over 200 mph in the IDBA World Finals at Gulfport International Dragway. Wills, 30, rode his Virgil Naff-sponsored 1980 Kawasaki-based, 1200cc, supercharged Top Fuel dragster to a top speed of 200.22 mph on Saturday and backed that up for the record with a 200.89 run on Sunday, with the higher speed going into the record books.

Terry Vance went 203.61 mph on his Byron Hines-built Top Fuel Suzuki in August of 1982, but did so at a non-championship, regular-Wednesday-night-drags event in California, and was unable to back up the pass due to mechanical problems. To set an official record, the pass must be made at a championship event and must be backed up by a second pass within 1% of the fast time.

Wills, who hails from Oklahoma City, Oklahoma, defeated the man many had picked as the most likely to break the 200 mph barrier, Elmer Trett (Kaw), in the final. That victory gave Wills both the new Top Fuel speed record and the IDBA Top Fuel number one plate.

Terry Vance (Suz) put together a series of strong runs to take both ends of the IDBA Pro Stock record at 8.21 seconds elapsed time and 161.56 mph top speed.

Jim McClure (H-D) became the first rider to break the eight-second barrier in IDBA Pro Comp competition, logging three runs in the seven-second bracket with his quickest being a 7.90-second run.

clude David Bailey, Mark Barnett, Billy Liles, Ron Lechien, Jeff Ward, Johnny O'Mara, Rick Johnson, Keith Bowen and Jim Holley, with Georges Jobe, Hakan Carlqvist, Erik Geboers, Pekka Vehkonen, Dave Strijbos, Gert-Jan van Doorn and Jacky Martens making the trip over from Europe.

While *Cycle News* Editor John Ulrich was in Japan the week of October 7-14, sections of the tire shootout pitting the Dunlop K700 vs. the Michelin Hi-Sport at Willow Springs *(Cycle News*, October 16) were inadvertently swapped due to a production error; the final six paragraphs on page 7 of that issue actually belonged on page 6, before the page 6 paragraph beginning "For Dunlop, the hard part was trying to carry the advantages of radial road-racing slicks into a street-legal radial tire compatible with existing stock street tires."

Nicholas Rodil del Valle, the honorary president of the Federation Internationale Motocycliste (FIM), will preside over the November 9 Rodil Trophy Invitational Supercross in the Los Angeles Memorial Coliseum. The new series is named in honor of Rodil, who retired from the FIM in 1983. Rodil, who resides in Madrid, Spain, became a permanent delegate to the FIM in 1947 and took over the presidency in 1965, a position he held for 18 years. Rodil personally negotiated the affiliation of the AMA with the FIM in 1969. Rodil will also be a guest of honor at the Motorcycle Centennial Dinner to be held November 10 at the Anaheim (California) Mariott. The celebration, hosted by the AMA with cosponsorship by the Motorcycle Industry Council and the Motorcycle Safety Foundation, will take place 100 years to the day after Gottlieb Daimler successfully operated the world's first motorcycle.

While we've been kept in the dark about R.J. Reynolds' sponsorship plans for next year's split Camel Pro Series, the November issue of American Motorcyclist, the AMA's monthly magazine, carries a column by Bill Amick, AMA director of competition, in which Amick reveals that $150,000 has been posted by Reynolds' Camel brand for the Camel Pro Dirt Track Series, and $100,000 for the Camel Pro Road Race Championship. In addition, a new award, the Camel Challenge Cup, will see the rider who earns the most points in the two series receive $25,000. That brings the total point fund money posted by R.J. Reynolds to $275,000, a whopping $100,000 increase over the amount paid out this year.

The American Federation of Motorcyclists (AFM) has scheduled its annual six-hour endurance road race for November 24 at Willow Springs. More information is available from 213/864-0704.

The California Racing Club (CRC) says the September 29 opening of the Los Angeles County Raceway was a success with over 300 riders in attendance. CRC is planning improvements to the facility and is hoping to have the track available on a limited basis for practice purposes; any suggestions for improvements can be sent to CRC at 24518 Island Ave., Carson, California 90705.

The 1985 125cc Pro-Am Supercross Series East/West Shoot-out will be held in conjunction with the November 9 Rodil Trophy

(Continued to page 11)

WE HATE TO SOUND LIKE A BROKEN RECORD.

Pirelli Wins 14 World MX Class Championships In The Last Six Years.

1985	500cc World Championship: Dave Thorpe	Honda/Pirelli
	125cc World Championship: Pekka Vehkonen	Cagiva/Pirelli
1984	500cc World Championship: Andre Malherbe	Honda/Pirelli
	125cc World Championship: Michele Rinaldi	Suzuki/Pirelli
1983	500cc World Championship: Hakan Carlqvist	Yamaha/Pirelli
	125cc World Championship: Erik Geboers	Suzuki/Pirelli
1982	250cc World Championship: Danny Laporte	Yamaha/Pirelli
	125cc World Championship: Erik Geboers	Suzuki/Pirelli
1981	500cc World Championship: Andre Malherbe	Honda/Pirelli
	250cc World Championship: Neil Hudson	Yamaha/Pirelli
	125cc World Championship: Harry Everts	Suzuki/Pirelli
1980	500cc World Championship: Andre Malherbe	Honda/Pirelli
	250cc World Championship: Georges Jobe	Suzuki/Pirelli
	125cc World Championship: Harry Everts	Suzuki/Pirelli

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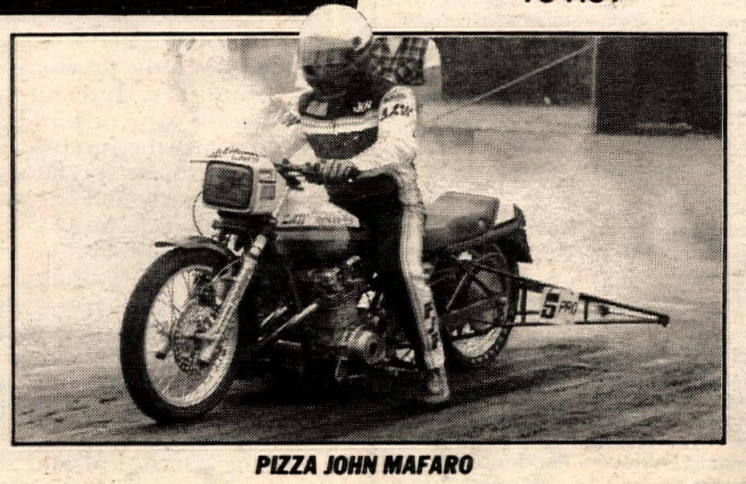

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ON THE FRONT PAGE: Three views of the 60th ISDE, from Spain. The American team at opening ceremonies (top left), top USA rider Larry Roeseler (bottom), and silver medalist William Perkins. Event coverage begins on page 12. Photos by Kit Palmer.

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voices

Tame the tracks

Reading of the accidental death of Craig Sosa following the Huron round of the Trans-Cal series has alarmed me enough to write. Having raced motocross since 1969, I've watched the demise of many tracks. It used to be housing encroachment and zoning problems; now it's existing and potential liabilities — from us riders and our families.

I raced that day at Huron and while I don't know what happened with Craig, I would still like to make an observation. That track had more jumps than I've ever seen anywhere — even more than most supercrosses I've attended. Doubles 15 feet high and 20 feet across with only a 40-foot run is asking for a serious injury, especially from less experienced riders. (Even Phil Larson took himself out on a double a week later at Laguna Seca.) While the general layout was fun, someone really got carried away — and someone else got carried off. This is the same problem that really closed down Indian Dunes (plus the promotor accident/lawsuit), and the Dunes did it to themselves. Their Shadow Glen track turned from a natural outdoor track to one of doubles (loved the one where overshooting meant landing among the tree trunks), triples, high-speed table-tops and blind jumps. Too bad all riders, racers and a few individuals paid the price. Even the Hungry Valley Trans-Cal had two sets of doubles in the middle of the main straight where none existed the previous week.

Promoters, I recommend you change the way you build your tracks — do it with the Juniors in mind and not the Pros or spectators, who are usually family and friends and will be there anyway. Move your multiple (notice I did not say double) jumps to the beginning of a straightaway; keep them round and reasonable so that distance, rather than height, is achieved. Consider doing like Saddleback did at one time — altering the layout such that Amateurs went around their uphill doubles. Make the track technical and slow down the speed — second and third gear is just as fun as fourth and fifth.

Finally, you go out yourself and ride it, not your teenage son. If you can't make the jumps or carry some decent speed through the whoops, don't expect that an 11-year-old on an 80 will either. Even with these more simple tracks, we'll continue to race (beats flat tracking in a local parking lot — which is where we're headed). In fact, more riders might be encouraged or allowed to take up the sport. In short, allow us to leave your track in our mini trucks and vans, to race your races again, rather than in an ambulance.

To Craig Sosa's family, my sincere condolences. While I didn't know him, I'm sure he was taken as a result of doing something he loved which, of course is extremely rare. He's found a place where the traction is perfect, his leathers stay clean and DNFs are unheard of. Godspeed Craig.

RICH "OLD SHOW" DROLEN
Ventura, CA

Opinion time

I would like to put my opinion in on a change in the Camel Pro Series dirt track format. I think the races and the riders would benefit from increasing the National field to 19 or 20 riders. Not only would it make the action more spectacular, but the fans would enjoy it even more.

It seems like you see the same names in the results for every race. The suggested format would give the privateers a chance to make their names more popular and also give them a chance to make more money. I'm not saying this format would work, but I bet a lot of riders and fans think it would.

GARY MAHER
Buda, IL

I'll be at home

As one who has been to seven of the last nine Cycle Weeks at Daytona International Speedway, I feel compelled to offer my opinion on dropping Formula One racing from the program at the Speedway. Daytona and Laguna Seca are the only road races in this country which have a truly high level of competition.

The AMA National road races have been Mike Baldwin/Honda shows in Formula One while in Superbike it's a Fred Merkel/Honda show. The only real interest comes when either most of the factories get involved or world class grand prix riders show up. I envision ever deepening boredom and dropping attendance at the Speedway in future years. I, for one, have no interest in making the major time and money outlays to travel and stay in Daytona to see a third rate show. My race fan friends and I all want Bill France to know where he can find us during next year's Cycle Week — at home!

HOWARD CYLINDER
Philadelphia, PA

Thank you

I would like to say thanks to my sponsors and the people who made it possible for me to win the AMA Camel Pro Series Junior National Championship. They made the whole 1985 season a thrill. No matter how you look at it, this wasn't a solo effort and I couldn't have won without their help. I'd like to thank the following people who supported my racing during the 1985 season: Ron Wood of Wood Racing Products, Richard Perry of Perry's H-D, Larry Maiers and Matt Weisman of Hi-Point Racing, Roger Weston of Arai Helmets, Bob and Lori Stump of Stump Insurance, Jim Edmundson of Native Hardwoods, John Leale of Carlisle Tires, Howard Dosmann of Northern Electric, John Linden of Tsubaki Chain, Don and Mark Mossey, Earl Wise, Grandma, and the many other people that have contributed. I would also like to give a special thanks to my parents for their never-ending understanding and support. Everyone involved gave me extra incentive to win and I appreciate it. I can't say it enough: Thank you everyone.

BRIAN ATHERTON
White Pigeon, MI

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TEN YEARS AGO

De Anza Cycle Park in California was completely surrounded by a 20,000 acre fire, which jumped a nearby highway when driven through the brush-covered hills by high winds. However, the main motocross facility escaped damage, and the park remained open with racing as scheduled.

The AMA Professional Rules Committee sent proposed rule revisions to the AMA Board of Trustees that included: Short track machinery would be limited to 250cc; Novice dirt track and road racing machinery would also be limited to 250cc; all dirt track machinery would be limited to two cylinders maximum. This officially put a stop to using four-cylinder two-strokes for mile competition, such as the Yamaha TZ750 that **Kenny Roberts** had used to win the Indy Mile.

Englishman **Jack Findlay** aced out injured **Barry Sheene** by a single point to win the World Formula 750 Road Racing Championship following the West German round at Hockenheim; American **Steve Baker** was credited with a tie for sixth place in the series.

Roger DeCoster and **Gerrit Wolsink** took the top two spots at the Unadilla round of the Trans-AMA motocross series. Top American in the event went to third-place **Brad Lackey** on his 360 Husqvarna; **Jim Pomeroy** finished fourth.

The opening day of the International Six Days Trial on the Isle of Man was marred by the death of New York state resident **Bren Moran.** Moran, who was riding for the Canadian team, died from injuries incurred when he crashed his Jawa. **Tom Penton's** Penton caught fire before the first checkpoint, forcing him out of competition.

Mike Kidd took the lead on lap five of the 20-lap ABC-TV Race of Champions at Louisville Downs to lead **Hank Scott** and **Jay Springsteen** across the finish line. The race, which pitted all the Grand National Championship dirt track winners on Louisville's limestone half-mile, was filmed for ABC's Wide World of Sports.

Steve Bast beat **Larry Shaw** and **Dubb Ferrell** by three points to win the California State Speedway Championship in Bakersfield, California; the victory marked Bast's sixth state championship in eight years.

Texans **Steve Stackable** and **Steve Wise** went south of the border to dominate the "III Premio Internacional de la Amistad" International Motocross, with Stackable taking both Open Expert motos. **Gary Jones** and Mexican rider **Jorge Fernandez** battled it out for second place, with Jones coming out ahead. Stackable and Wise (Bul) swapped 250cc Expert moto wins, with Wise claiming the overall, thanks to a second-moto victory. ●

Husqvarna's Micky Dymond out-shined the competition at the Laguna Seca motocross, winning the 500cc Pro Class at the third round of the CMC/Trans-Cal Series. The former CMC National Four-Stroke Champion rode his Husqvarna 500CR to victory with 3-1 moto scores.

The '86 Husqvarna Motocross models will be at your Husqvarna dealer in just a few short weeks. The motocross model comes with an all-new five-speed transmission and improved bottom-end and mid-range power. A new clutch actuating arm provides a smoother feel, while water cooling keeps the power crisp and strong. And vibration is reduced due to the new crankshaft balance factor. A new front fork gives you smoother action for precise steering and control. A narrow single-shock frame lets you move around easily. The Husqvarna chassis design and Ohlins shock team up to absorb hard landings and offer amazing stability through the whoops. One word sums up the '86 Husqvarna 500 Motocross—awesome!

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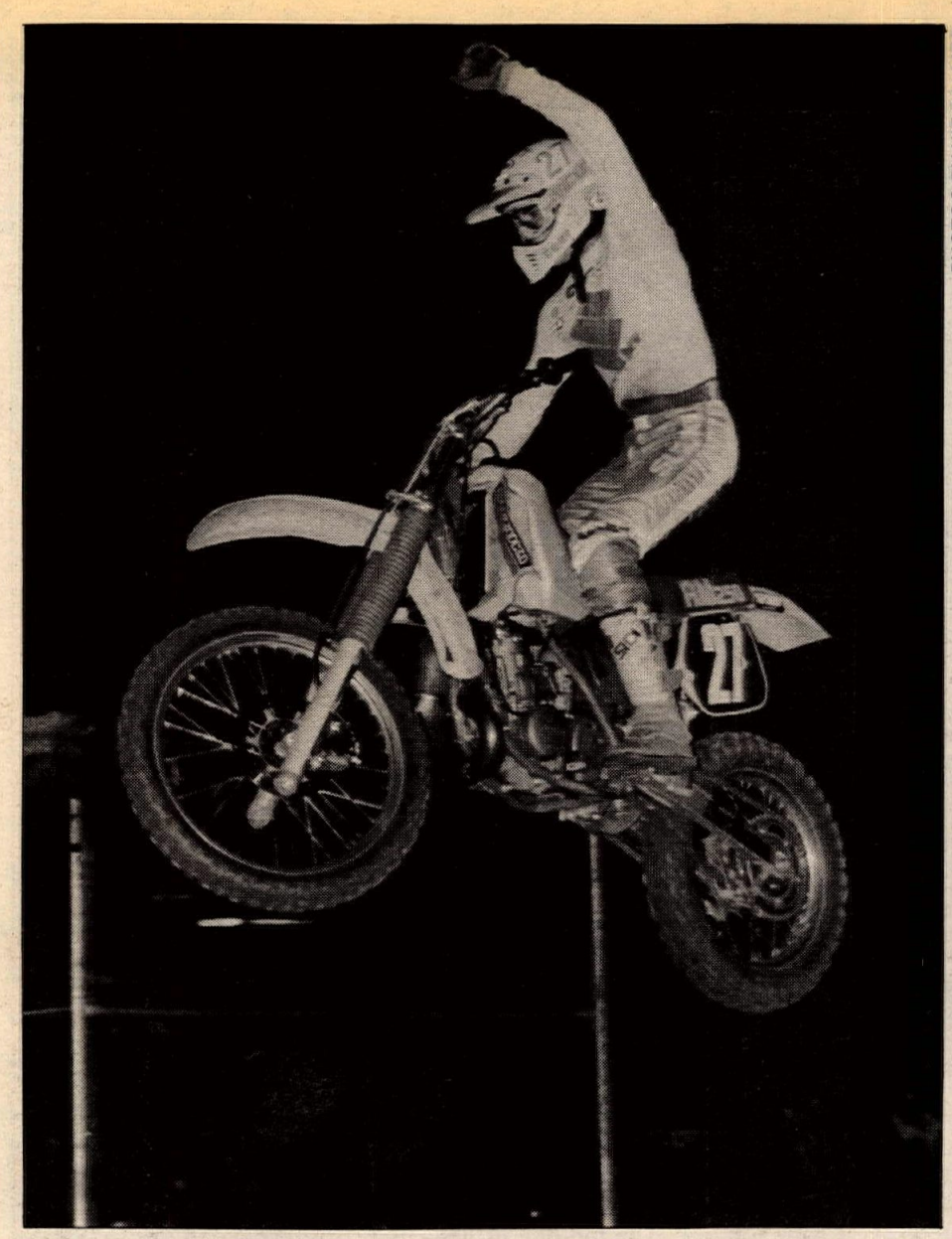
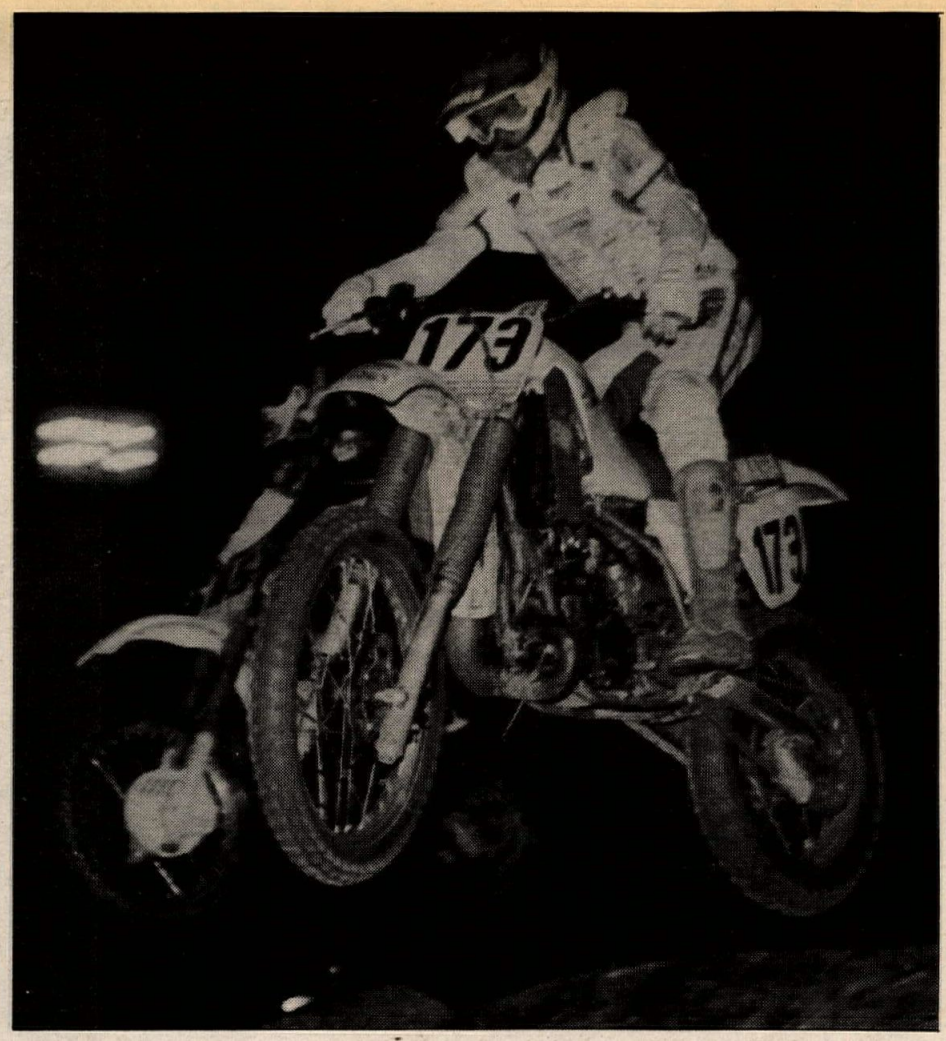


PHOTOS BY KIT PALMER

George Holland salutes the crowd after claiming the 250cc class win. He also came from behind to win the 125cc race.



Gordon Ward battled for position in the second 250cc semi and worked up to second place; he finished seventh in the final.

CMC/Skoal Bandit Lady Liberty Trans-Cal Series: Round 5

Holland, Zitterkopf rule Madera Supercross

By Kit Palmer

MADERA, CA. OCT. 12

Suzuki's George Holland and Honda-mounted Greg Zitterkopf were the star attractions at the first of two supercross races during the Continental Motosport Club's, Skoal Bandit-sponsored Lady Liberty Trans-Cal Series, this one held at the Madera County Fairgrounds. Holland easily claimed his third 250cc Pro Trans-Cal victory tonight as well as claiming the 125cc class win. His win came easily in the 250s, but Holland had to struggle early in the 125cc final before stuffing his way into the lead and the eventual win. Both the 125 and 250cc Pro races had two semis, one consolation race and one 20-lap final, while the 500cc Pro class had one final only. The Mini Experts and Vet Pros had a two-moto format.

Gear Racewear-sponsored Zitterkopf successfully defended his slim lead over Husqvarna's Micky Dymond throughout the 500cc final to nail his first win of the series. Phil Larson looked to have everything going his way after taking the early lead, but he crashed shortly after, giving Zitterkopf the lead and the win.

In the Mini Expert class, Honda rider Scott Brown used a 3-1 combination to nab the win, while Rick Simmett (Hon) settled for second with a 1-3 tally.

ATK-mounted Randy Rodriguez swept both motos in the Vet Pro race, beating his closest competitor Jon Miller (Yam), who finished second overall despite crashing twice.

Semis

There were two semis in the 125 and 250cc classes as well as a consolation race each. Holland didn't have any problems winning both the semis in both classes by leading from start to finish each time out. Yamaha's Eddie Hicks topped the second 125cc semi rather easily. Yamaha rider Billy Frank took the early lead in the first 250cc semi, and like Holland in his race, took it wire to wire.

Consolation

KTM rider Todd Campbell stole the holeshot in the 125cc consolation race and extended his lead with every lap before taking the checkered flag. Ray Sommo securely held down second place throughout the moto to claim the last transfer position.

Damon Webb (Hon) led the the first few laps in the 250cc consolation race before getting passed by Yamaha rider Ron Watmore. Then Honda-mounted Brian Manley moved in and dropped Webb back one more position to transfer to the final.

125cc Pro final

Rick Ryan blasted to the front of the pack at the start of the 125cc final but was closely pursued by Holland, Kawasaki-mounted Doug O'Donnell and Honda rider Drey Dircks. Hicks and Jeff Matiasevich were both involved in a first-turn crash that put them at the tail end of the pack.

As the field entered the second lap, O'Donnell made a surprise move and zapped Holland through a section of whoops and started to reel in the leader Ryan. O'Donnell became glued to Ryan's rear fender less than a lap later and then double-jumped by the Kawasaki rider. O'Donnell started pulling away while Holland tried to find a way around Ryan. About five seconds behind Holland was Honda rider Shaun Kalos, who had passed Dircks for fourth on lap six.

Meanwhile, Holland finally found the hot line around Ryan through the whoops then started closing ground on the leader O'Donnell. Two laps later, Holland was inches behind O'Donnell and was looking for a way around. A deep rut had formed in the turn; it caught O'Donnell's front wheel, causing him to go down. By the time he remounted, Ryan had already motored by. The top three riders became fairly spread out as Sommo closed in on O'Donnell and passed him on the last lap. Holland took the win followed by Ryan, Sommo, O'Donnell, Dircks, Kalos and Hicks.

"Those guys were really riding good," said Holland. "I had to work hard to get by them, and I was making a lot of mistakes in the turns because I was pushing myself too hard."

250cc Pro final

The closest any rider got to Holland in the 250cc final was through the first and second turns on lap one. Honda rider Tracy Oswell grabbed the holeshot but Holland forced him to the outside of the second turn and he ran out of track. Oswell crashed through the haybales and hit a guardrail in the infield, which caused him to endo. Although obviously upset with Holland, Oswell managed to re-enter the race but out of contention. "I wasn't trying to cut him off or anything," said Holland. "I just cut inside of him, but the track cut back in and he had no place to go but off the track."

After the end of the first lap, the top five riders were Holland, Manley, Yamaha rider Russ Wageman, Terry Fowler (Kaw) and Brett Cahors (Hon). As Holland started pulling away, Yamaha rider Billy Frank was busy working his way up to third before clipping Manley's rear tire through an ess-turn and quickly crashed out of contention. At this point, Fowler was hounding Wageman for third and got what he wanted by the fourth lap. These positions remained the same for the remainder of the race as Holland easily captured the win. Manley finished second ahead of Fowler and Wageman. Frank managed a fifth.

500cc Pro final

Larson had a two-bikelength lead going into the first turn at the start of the 500cc final and held on to the lead for two laps before crashing and surrending the lead to Zitterkopf. In third was Dymond, followed by M-Star's Peter Murray, Greg Torgerson (Hus), Jim Ellis (Yam) and Randy Law (Hon).

Malcolm Smith's Brian Manley couldn't match Holland's pace in the 250cc final but did manage a second overall.

Zitterkopf quickly opened up a sizeable lead over Larson, who was under heavy attack by Dymond. It wasn't until the sixth lap that Dymond motored by Larson, but the Husky rider had a lot of work to do to catch Zitterkopf. The leader held a five-second cushion over Dymond, but that margin dwindled as the race neared the end. Dymond closed to within a few bikelengths of Zitterkopf, but lapped traffic hindered his progress. A few seconds back was Larson, who held a comfortable advantage over Honda rider Willy Simons.

On the final lap, Dymond was within striking distance of Zitterkopf and with the checkered flag in sight, made one last attempt to pass him through the whoops, but Zitterkopf out-gassed Dymond to the finish-line jump and took the win by a bikelength. Larson settled for third ahead of Simons, Frankie Brundage (Kaw) and Ellis.

Mini Expert

Simmett smoked everyone to the first turn at the start of the first 80cc Expert moto followed by a trio of Yamaha riders — Chris Young, Todd Hicks and Jimmy Clay. Simmett quickly extended his lead to an untouchable margin that carried him to the moto win. Young held on to take second followed by Brown.

Moto two was all Brown's, but Paul Winn (Yam) kept Brown on his toes throughout the moto. Winn pressured him in every turn, waiting for a mistake that never happened. Simmett watched the battle for the lead from a distant third. Brown held on to take the win and the overall followed by Winn, Simmitt, Colin Karcher (Yam) and Young.

Vet Pro

In the first Vet Pro moto, Kawasaki KX125-mounted Paul Thede grabbed the holeshot, while Miller and his YZ490 went down when the front wheel washed out in turn one. Miller picked up his mount and quickly started to work his way to the front. Behind Thede were Rodriguez and Honda rider Jim O'Neal. Thede held on to his lead for two laps before Rodriguez thumped by. All eyes were focused on Miller, who was working his way to the front of the pack and started pressuring Thede for second on the last lap. Miller pulled alongside Thede in a turn, but got squeezed out by the Kawasaki rider. After Rodriguez had already crossed the checkered flag, Thede and Miller drag-raced to the finish line over the whoops, but Thede got the better drive and held on to take second. Frank Steiner (Yam) passed O'Neal near the end of the moto to take fourth.

Rodriguez jumped into the early lead in the second moto inches ahead of Miller and Thede. During the second lap, Miller crashed again and dropped to third. Thede held on to second before hitting the wrong line over the finish jump and stalling the motor in soft dirt on the fifth lap. This gave second back to Miller, who had no chance at catching the leader Rodriguez. Rodriguez took the win and overall followed by Miller and Thede. •

Results

125 PRO: 1. George Holland (Suz); 2. Rick Ryan (Kaw); 3. Ray Sommo (Kaw); 4. Doug O'Donnell (Kaw); 5. Drey Dircks (Hon); 6. Shaun Kalos (Hon); 7. Eddie Hicks (Yam); 8. Ed Arnet (Hon); 9. Rodney Harriger (Kaw); 10. Robert Naughton (Kaw); 11. Terry Bostard (Kaw); 12. Dean Matson (Kaw); 13. Jon Nelson (Hon); 14. John Conney (Kaw); 15. Jeff Matiasevich (Kaw); 16. Dennis Parker (Yam); 17. Shaun Wooten (Hon); 18. Todd Campbell (KTM); 19. Greg Vowell (Kaw); 20. Ron Turner (Cag).

250 PRO: 1. George Holland (Suz); 2. Brian Manley (Hon); 3. Terry Fowler (Kaw); 4. Russ Wageman (Yam); 5. Billy Frank (Yam); 6. Brett Cahors (Hon); 7. Gordon Ward (Yam); 8. Scott Myers (Yam); 9. Greg Zitterkopf (Hon); 10. Dean Matson (Kaw); 11. Ron Watmore (Yam); 12. Kelly Andris (Hon); 13. Terry Tinney (Suz); 14. Jeff Pestana (Yam); 15. Wesley Furrh (Hon); 16. Joe Wright (Hon); 17. Tracy Oswell (Hon); 18. Ron Turner (Cag); 19. Jon Nelson (Hon); 20. Mike Beier (Yam).

500 PRO: 1. Greg Zitterkopf (Hon); 2. Micky Dymond (Hus); 3. Phil Larson (Kaw); 4. Willy Simons (Hon); 5. Frankie Brundage (Kaw); 6. Jim Ellis (Yam); 7. Alan Berluti (M-S); 8. Pat Sparks (Hon); 9. Greg Torgerson (Hus); 10. Pete Murray (M-S); 11. Randy Rodriguez (ATK); 12. Dave Welty (Hon); 13. Chris Shaw (Yam); 14. Tommy Combs (Kaw); 15. Robot Rodgers (Hon); 16. Randy Law (Hon); 17. John Saggau (Yam); 18. Joe Schlag (Hon); 19. Jerome Heiberger (M-S); 20. Frank Steiner (Yam).

80 EX: 1. Scott Brown (Hon); 2. Rick Simmett (Hon); 3. Paul Winn (Yam); 4. Chris Young (Yam); 5. Colin Karcher (Yam); 6. Paul Cortez (Yam); 7. Shane Trittler (Yam); 8. Mike Pascarella (Yam); 9. Todd Hicks (Yam); 10. Robbie Gordon (Suz); 11. Steven Kotajarvi (Kaw); 12. Terry Swanson (Yam); 13. Jimmy Clay (Yam); 14. Steve Lamson (Kaw); 15. Jimmy Button (Hon); 16. Paul Vlach (Kaw).

VET PRO: 1. Randy Rodriguez (ATK); 2. Jon Miller (Yam); 3. Paul Thede (Kaw); 4. Paul Huebert (Hon); 5. Michael Alacos (Hon); 6. Jim O'Neal (Hon); 7. David Rogers (Hon); 8. Paul Huebert (Hon).

(Above) Vet Pro winner Randy Rodriguez chases first moto leader Paul Thede. (Below) Rodriguez went on to win both motos.

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PHOTO BY TROY SCOTT

Husky-mounted Jim Bacon (440) leads the charge in 125cc Junior action at round four of the Trans-Cal series at Sand Hill Ranch; Tony Branson was the top 125cc Junior in division one while Rob Sassen won division two.

CMC/Skoal Bandit Lady Liberty Trans-Cal Series: Round 4

Sassen two for two at Sand Hill Ranch

By Troy Scott

BRENTWOOD, CA, SEPT. 28

Sand Hill Ranch hosted the fourth round of the Continental Motosport Club (CMC) Skoal Bandit Lady Liberty Trans-Cal Series, with racing conditions a bit on the dusty side.

But able to overcome track conditions was Cagiva rider Rob Sassen, who walked away with wins in both 125 and 250cc Junior division-two classes.

In the 125cc Intermediates, Honda speedster Ty Davis had an easy day, slamming down holeshots and never looking back. He used a 1-1 tally for the overall in the second division. A bad first-moto start ended his hopes for the overall in the 250cc Intermediates second-division, but he finished first in the second moto.

The 250cc Intermediates division-two class had action-packed racing, while Suzuki rider Joe Melton used consistency to nab the win. He rode to a second in each moto, beating Jeff Reynold's 1-3 score.

In the 500cc Intermediates, Greg Smith and his Honda posted a 2-1 combo, good enough for the overall.

When the gate dropped for the first 250cc Intermediate moto, division-two, it was Jeff Reynolds (Hon) taking an early lead but closely pursued by Brad Toms (Kaw), Husky-mounted Mike Hooker, Suzuki rider Melton and Tim Whitlock. As they completed the first lap, Reynolds had a slight lead over Toms. Melton was able to move past Hooker for third as Hooker started to slow. Hooker then went down in fifth, but recovered in time to salvage eighth. Up front Reynolds was safe in the lead, while Toms, in second, was getting pressure from Melton, who finally made the pass on an inside move. Rounding out the top five were Whitlock and Mathue Branch, in fourth and fifth, respectively.

The race remained the same until the midway point, when Toms was able to slip by second-place Melton, who then retaliated by taking back second two turns later. In fourth, Whitlock was secure, but fifth place had been taken over by Jim Perry (Kaw).

When the white flag came out, Davis, running in seventh, reeled in Perry and passed him for fifth, as Reynolds led wire-to-wire for the win, followed by Melton and Toms.

When the second moto launched off the line, Honda rider Ty Davis nabbed the holeshot. In hot pursuit were Suzuki pilot Melton, Perry, Reynolds and Yamaha-mounted Branch.

By the third lap, Davis was way out in front and untouchable. All alone in second was Melton, but fighting for third and fourth was Perry and Reynolds. Holding a solid fifth was Branch.

By the fifth lap, Branch was starting to tire. He dropped a place as John Garcia (Hon) slipped by; Branch eventually dropped to seventh. At the finish it was Davis, Melton (who took the overall), and Reynolds.

The first 500cc Intermediate moto had Kenny Wolcott (Hon) rocket to the lead, closely followed by Greg Smith (Hon) and Aaron Pipes (Hon) As at the end of the first lap, Wolcott still led but was being seriously hounded by Pipes. The top three riders pulled away from the rest of the field, and by the third lap, Wolcott was running out of energy and starting to fade. But eager to take over the lead, Pipes moved past Wolcott on the outside. Moving up fast in fifth was Yamaha rider Steve Piattoni, who was able to get into third. A lap later Wolcott was passed again; this time it was Smith for second. At the end, Pipes took the win ahead of Smith and Piattoni.

Moto two saw Smith grab the holeshot, but was chased by Loren Pochowski (Hon), Pipes, Wolcott and Piattoni. By the second lap, Smith had stretched his lead to five seconds over Pochowski, who was passed by a hard-charging Pipes. Everything was fine for Pipes, until he slid out and dropped to fourth. Pochowski took over second, once more, while Wolcott controlled third, Pipes had fourth and Piattoni had fifth.

By the fifth lap, the top five had spread themselves five seconds apart. They stayed the same until the finish with Smith taking the win and the overall.

The 125cc Intermediate first moto second-division had Kawasaki-mounted Terry Szucsko leading the way on the start, followed by Davis, Jim Spotts (Kaw), Chris Young (Yam) and Honda rider Scott Brown. Davis slid into the lead during the first lap, and had a five-second lead after the second lap. Brown moved up and passed Young and Spotts, going into the number-three position. However, Brown suddenly disappeared from that position, and was found in fifth. At this point, rounding out the top five were Davis, Szucsko, Spotts, Young, and Brown. Brown quickly dispensed of Young for fourth, and slipped by Spotts a turn later. Working on second place, Brown started to hound Szucsko, and on the next lap, he made a smooth pass on Szucsko on the inside. Brown cut Davis' lead to 10 seconds, but didn't have enough time to become a threat. The finishing order was Davis, Brown and Szucsko.

Davis again grabbed the holeshot in the second moto followed by Szucsko and Brown. On the first lap, Brown reeled in Szucsko and moved by him for second. Then the stage was set for a heated battle between Davis and Brown. With a five-second cushion over Brown, Davis was comfortable, but Brown was putting time between himself and Szucsko for third. Fourth was controlled by Young; and fifth by Welty. By the last lap, Davis had a 15-second lead and took the win with Brown taking second; Szucsko finished third.

In the first 125cc Junior division-two moto, Cagiva rider Rob Sassen shot into the lead, followed by Mike Durbin (Hon), Steve Parent (Hon), Bill Gilbert (Yam) and Jon James (Kaw). James moved into fourth by passing Gilbert over a jump, but Gilbert passed him right back on the inside.

Up front, Parent was putting the pressure on Sassen and attempted a pass but failed; Sassen held his ground. Soon after, the two entered a turn side-by-side with Sassen on the outside; Parent had the better drive out of the turn and took the lead and went on to win, followed by Sassen and Durbin.

Sassen motored into the lead at the start of the second moto, trailed by Gilbert White (Kaw) and Todd Sweaney (Suz). By the second lap, Sassen had a five-second lead over Gilbert. The race remained the same until the finish when Sassen cruised in for the win taking both 125 and 250cc victories. Second went to Gilbert and third to Sweaney. •

Results

60 0-8: 1. David Ochoa (Kaw); 2. Beau Judge (Kaw); 3. Johnny Cipollina (Hon).
60 9-11: 1. Jesse James (Kaw); 2. Jacob Swain (Kaw); 3. Jason Carroll (Kaw).
80 BEG: 1. Rob Myer (Kaw); 2. Matt Harrison (Kaw); 3. Bruce Bleecker (Yam).
80 JR 9-11: 1. Tyler Hummel (Kaw); 2. Christopher McCallie (Yam); 3. Ben Phalen (Kaw).
80 INT 9-11: 1. Butch Smith (Suz); 2. Jesse James (Kaw).
80 JR 12-16: 1. Mark Easley (Hon); 2. Joel Albrecht (Kaw); 3. Grayson Goodman (Kaw).
80 INT 12-16: 1. Robert Shipman (Suz); 2. Pat Weide (Yam); 3. Craig Miller (Kaw).
125 BEG DIV 1: 1. David Halem (Kaw); 2. Darin Driscoll (Suz); 3. Jimmy Wilkey (Kaw).
125 BEG DIV 2: 1. Eric Johnson (Yam); 2. Gary McClelland (Kaw); 3. Neal Taylor (Hon).
125 JR DIV 1: 1. Tony Branson (Yam); 2. Rodney Correra (Hon); 3. Shawn Wilson (Yam).
125 JR DIV 2: 1. Rob Sassen (Cag); 2. Todd Sweaney (Suz); 3. Jon James (Kaw).
125 INT DIV 1: 1. Jeff Reynolds (Hon); 2. Dallen McKenny (Hon); 3. Danny Paladino (Kaw).
125 INT DIV 2: 1. Ty Davis (Hon); 2. Scott Brown (Hon); 3. Terry Szucsko (Kaw).
250 BEG: 1. Brian Patterson (Hon); 2. Ralph Davis (Hon); 3. Steve Nordahl (Yam).
250 JR DIV 1: 1. Robert Sassen (Cag); 2. Randy Okada (Hon); 3. Graham Miller (Yam).
250 JR DIV 2: 1. Mike Durbin (Hon); 2. Brian Sweaney (Suz); 3. Mike Brown (Yam).
250 INT DIV 1: 1. Doug Belcher (Kaw); 2. Gilbert Valdez (Suz); 3. Tony Stargio (Kaw).
250 INT DIV 2: 1. Joe Melton (Suz); 2. Jeff Reynolds (Hon); 3. Ty Davis (Hon).
500 BEG: 1. Paul Flores (Hon); 2. Baron Sumter (Yam); 3. Patrick Vacchieri (Yam).
500 JR: 1. Kirk Smith (Yam); 2. Ken Small (Hon); 3. Tony Owen (Yam).
500 INT: 1. Greg Smith (Hon); 2. Aaron Pipes (Hon); 3. Kenny Wolcott (Hon).
VET JR: 1. Mark Arthur (Suz); 2. Dan Nelson (Suz); 3. Gary Jaghne (Kaw).
VET INT: 1. Karel Kramer (Hon); 2. Rich Williams (Kaw); 3. Eric Hellgren (Hon).
VET MSTR: 1. Phil Douglas (Hon); 2. Al Posey (Hon); 3. Duane Hughes (Hon).
OT JR: 1. Don Williams (KTM); 2. Frank Stechieck; 3. Norm Armstrong (Suz).
OT INT: 1. Jim Rice (Suz); 2. Roland Thompson (Suz); 3. Geoffrey Fox (Yam).
OT MSTR: 1. Terry Davis (Hon); 2. Bob Collins (Yam); 3. Jim Holmes (Yam).

Latest Poop

(Continued from page 3)

Supercross Series round in the Los Angeles Memorial Coliseum. The race, which will pit eastern and western competitors against each other, was originally scheduled for Ft. Smith, Arkansas.

Major changes are in store for the AMA National Championship MX Series in '86. In the AMA National MX Advisory Board meeting held in Anaheim on September 24, the board voted to abandon the previous set-up of running 125, 250 and 500cc Nationals all on the same day in favor of a program where a typical race date will consist of either a 250 *or* 500cc National as well as a 125cc National. As it stands now, the series will consist of 12 events — six 250cc races, six 500cc races and 12 125cc events — and riders will be allowed to compete in both 250 and 500cc classes. The 125cc division will be retained under National championship status, but will not be open to past 125cc National champs. Under the new rules, a rider can win the 125cc title twice beginning in 1986 and then must vacate the class. Two-thirds of the available purse at a National will go to the 250 or 500cc class, with the other third going to the 125cc division. All motos in all classes will be 30 minutes plus two laps.

Joe Brothers Racing (Hon) edged out Filthy Five Racing (Suz) by a scant 2.3 seconds after six hours of racing to take the overall win in the October 12 WERA National Championship Endurance Road Race Series round at Michigan's Grattan Raceway. Overall series title contender Speed Boys (Yam) finished third overall, two laps shy of the 188 laps covered by the top two finishers on the two-mile road course.

John Martin (C-A) was crowned National Hare Scrambles Champion by virtue of winning the final round of the AMA National Championship Hare Scrambles Series held in Lancaster, Ohio, on October 13. Mark Hyde (Hus), who was tied with Martin for the point lead going into the event, finished second overall and second in the series, while Mike Keen (Hus), Drew Smith (Hon) and Jeff Russell (Hus) rounded out the top five overall on the day.

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Some thoughts on lubrication from Robert H. Wehman, president and chief engineer of Spectro Oils of America.

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Drew Smith finished 10th overall in the 500cc class and picked up a gold medal. (Below) Fred Hoess also nailed a gold on the Junior World team.

60th International Six Days Enduro

Sweden wins, USA fourth in Spain

By Kit Palmer

ALP, SPAIN, SEPT. 30-OCT. 5

The Swedish Trophy team consisting of Peter Hansson, Per Gonberg, Dick Wicksell, Sven-Erik Jonsson, Hakan Lundberg and Tomas Gustavsson won the 60th running of the International Six Days Enduro by taming the dry, dusty and rocky trails of the Pyrenees Mountains in Spain.

What was the Swedish team's secret for success?

"It's the pancakes," said one member of Sweden's support crew. "We give our drivers pancakes at every check, they are good for our drivers, makes them go fast. Maybe the American drivers should eat pancakes, too."

It would've taken stacks and stacks of pancakes for the U.S. Trophy team to catch the Swedes, who topped the second-place Spanish team by 996.57 points. Third overall went to East Germany, followed by the U.S., Great Britain, Austria and Czechoslovakia. Individually, eight American riders picked up gold medals while 12 earned silvers.

Brian Mull (125cc Husqvarna), John Martin (250cc Can-Am), Jeff Fredette (200cc Kawasaki), Geoff Ballard (500cc Can-Am), Dave Bertram (500cc Husqvarna Auto) and Larry Roeseler (510cc four-stroke Husqvarna) made up the U.S. World Trophy team that earned a respectable fourth overall during what was said to be one of the toughest ISDEs in recent history. Rocks and dust made the six days in Spain very challenging to both rider and machine, with flat tires causing havoc throughout the event.

A flat rear tire caused Roeseler to lose three minutes on the trail during day two and it ended up costing him the Four-Stroke class win. Roeseler did, however, take second in the class while earning the honor of being America's top individual rider. For the second time in three years, Frenchman Gilles Laylay, riding a CR250 Honda, was the ISDE's top overall individual.

The Junior World class was won by the East German team riding German-made MZs. The team included Mike Heidenreich, Jens Gruner, Andreas Cyffka and Udo Grellman. Spain took second ahead of Sweden, Czechoslovakia, Italy and Finland. The U.S. effort had a major turnaround for the worse on day three when Honda CR500-mounted Ron Naylor dropped out of the event with electrical problems, leaving the team with only three riders to finish the event — 250cc Husqvarna riders Randy Hawkins (silver), Jeff Russell (gold) and Fred Hoess (gold). The team persisted to finish eighth overall. The top U.S. club team, Bent Wheels Motorcycle Club, finished fourth overall with three 500cc-mounted riders: Les Wolfe (Hus, silver), Mike Toole (Hus, silver) and Kevin Brown (Yam, silver).

A high attrition rate proved that day one was one of the toughest. Fifty-one riders didn't even finish the first day and included in those casualties was the entire Portuguese team. Two Portuguese riders quit at the first check, while the rest of the team also bailed out before the end of the day. One of Portugal's Trophy riders, Antonio Silva, said, "Portuguese riders are not used to these hills and rocks; there are no hills in Portugal. We need much more practice. Next year in Italy, all we're going to do is try to finish."

Most of the Portuguese riders quit after getting caught in a bottleneck that formed on a steep, dusty hill before the first check. The U.S. Trophy team fared reasonably well with the hill because the bottleneck formed after they had made it through, but most of the Junior World riders and club teams had it rough. "It was the worst bottleneck I've ever seen," said Wolfe at the end of the day. "I dropped 15 minutes there. I got stuck about halfway up and the water started boiling out of my radiator, so I had to ride to the next check without any water in my radiator. Every now and then I had to stop and let the engine cool off."

A member of Can-Am's manufacturers team, ISDE veteran Bob Pearce (500cc Four-Stroke) said, "I lost 30 minutes on the hill. I had to go back down the hill three times before I could make it to the top. There were bikes laying everywhere."

Shortly after the hill was a narrow goat trail alongside a steep hill that claimed one Czechoslovakian Trophy rider. The team manager for the Czech team, Radek Stodulka, said, "Our 125cc rider, Petr Kvech, went over the side of cliff and lost 12 minutes." This was a major blow for the team (who were mounted on cobby-looking single-shock Jawas) as it put them in seventh at the end of the day. American silver medalist Ray Mungenast (Columbia Enduro Riders, Open Husqvarna) said, "Even goats shouldn't be on those trails — one mistake, and that's it."

Two American riders dropped out during the first day, one of which was Jack Penton (KTM Team) with an ignition failure. "I guess it's better than riding five days and then breaking down." Dave Crain (Columbia Enduro Riders, Open Husky) also houred-out with a broken clutch basket. "It broke right after the first loop. I thought, 'that's it for me,'" said Crain. "I hope it doesn't happen to the rest of the guys."

Trophy rider Fritz Kadlec also had a few problems on the first day. "I got lost once, tore off all the knobs on my rear tire, had some problems on the hill, my brake rod came off twice (once during the first special test), squeaked the motor once, but I didn't lose any points on the trail," said Kadlec. "If this is the extent of all my problems, I'll have it made."

Dave Bertram, riding a Husky 500AE Automatic, didn't lose any route points, but his day one ride was not trouble free. "Today went okay, I guess," said Bertram, "but I had problems with the brake master cylinder. The front brake lever had to be pulled all the way to the handlebar

before it started working, and I had to replace a muffler mount once. I love the trail and I like riding the rocks, but the dust is kind of bad." Because Bertram's automatic runs hotter than most motorcycles, he was forced to change gear oil at almost every check.

Brake problems also plagued Husqvarna rider Kevin Hines (Husky #1 Team). "My whole front brake assembly fell apart, and it really hurt me in the second special test," said Hines. "In the cross country test, I fell once and had to pass three riders. One guy wouldn't let me by, so I had to knock him down. In the bottleneck, I had to run over bikes and riders to get to the top of the hill, but basically I didn't have much problems. I'll be there on day six — a lot of guys won't."

Suzuki RM125-mounted Jim Norris didn't get off to a good start. "I had a bad day," said Norris. "I survived, that's about it. I got stuck in that bottleneck and had to push a lot, so I got pooped out. I didn't have my bike jetted right and it later seized. I had to stop a couple of times to let it cool off. Then I started riding sloppy and I twisted my knee. Tomorrow I'm going to have to ride with a knee brace."

Billy Fulmer, on a Team Honda XR350, lost three minutes on the hill. "I waited at the bottom of the hill and pushed myself to the front," said Fulmer. "Then later on, I hit a big tree branch that pulled me right off the bike."

Husky four-stroke rider John Haaker (Salinas Ramblers MC) also dropped minutes on the first day. "Beginning with the second loop, the bike started quitting on me," said Haaker. "It would die, then run, then die again. I thought it might be the kill button so I took it apart, but that wasn't it. It took me 10 minutes to figure out that the gas tank vent tube was twisted shut. Later on in the day, a rock knocked a hole in my clutch cover, so I had to duct tape the hole until the Swedes loaned me a sidecase." Haaker lost 2460 points.

The man of the day was Roeseler. The Californian didn't lose any route points while turning in the third fastest special test score of the day. The end result: top American for day one. "The trail is real good," said Roeseler, "but is a little tough for day one. There are a lot of two-tracker trails out there and it almost feels like Baja (Mexico) — I almost hit a cow one time. The key is not to make any mistakes; don't go too fast, but maintain a real smooth pace. You have to really take care of the bike by staying away from the rocks and not getting a flat tire."

Prior to the start of day one, Can-Am's John Martin was feeling sick. "My stomach was cramping and aching pretty bad," said Martin, "but I took some concrete pills in the morning which helped, but I still felt queasy all day." Despite his problems, Martin didn't lose any route points and maintained good special test scores.

Martin wasn't the only rider feeling ill at the start. An ISDE rookie on the squad, Naylor, was nursing a 106-degree fever and stomach pains two days before the event and was bed ridden. He did, however, manage to make the start, fever and all, without losing any trail marks.

Tom Buckles (Husky #2 Team) was having a good day before punching a hole in his left sidecase when he hit a rock coming out of a creek bed. He rode to the next check where he was also able to borrow a sidecase from the Swedes. He replaced it, but lost 20 minutes. "I'm not bummed," said Buckles, "there's plenty of time to work back up to silver."

The special test sections are what really hurt the U.S. teams on day one and throughout the six days. The first special test was a grass track and Mull fell with two turns left to earn a number 57 ranking in the 125cc class at the end of the day. Ford Tannock (Trask Mountain M.C.) finished top American in the 125s with 21st, while next American was John Miller at 34th. Italy's Renato Pegurri, riding a TM, had the fastest combined time. Henk Seppenwoolde from Holland clicked off the fastest times on the 250s, while top American was Fredette in 16th. Martin placed 24th, while Kadlec and Randy Hawkins were 26th and 29th. Fastest American on a 500 was Geoff Ballard, who placed sixth. Frenchman Stephand Peter Hansel landed the quickest 500 time. Roeseler was the second fastest in the Four-Stroke class, finishing less than two seconds behind Gualtiero Brissoni from Italy.

Kevin Brown, riding a YZ490 on the Bent Wheels Motorcycle Club, had the fastest acceleration times during both days one and two.

It was evident after day one that rear tire changes were a going to be a must at the end of each day. The ecology Metzeler tires the American teams were using weren't holding up in the rocky terrain. Many riders came into the final check with all the center knobbies completely torn off.

For Roeseler, day two was a major downer. His chances to take a class win, which would have been a first for an American, took a turn for the worse when he picked up a flat tire and lost three minutes on the trail. "I came into a check and noticed I had a nail in my tire, but it was still holding air," said Roeseler. "I didn't have time to change the tube so I filled it up with seal 'n' air. It lasted for a while and then the tire went flat. I had to change it during one of the tightest checks and lost the three minutes. Before that, everything was going great. Giugliemo Andreini beat me in the special test by only a couple of seconds. Getting the flat really bums me. If it was caused by a rock, oh well, but picking up a nail is just rotten luck."

Kadlec also picked up a nail and lost time. "I changed tubes not knowing there was still a nail in the tire, so it went flat again a couple of minutes later. Since I used up my only tube, I had to ride to the next check, but the tire came off the rim and wrapped up around the wheel. I lost 11 minutes."

The Swedish team wasn't having a very good day either. Flat tires caused them to lose time on the trail, enough to give the Italian team the lead at the end of the day. Sweden dropped to third with second going to the East Germans.

Martin, feeling slightly better than the day before, was still cruising along, maintaining a smooth pace and good special test times. "No flat tires yet," said Martin. "Today was a little easier, but it's still dusty and rocky as ever. There are some places out there that were absolute trials sections, very tight and rocky."

"Everything is going great," said Ballard, "no worries, no flats so far, and I haven't lost any route points. I did crash in the cross-country test yesterday, though. It was really dusty and I ran into a tree. Today I slid out on the pavement when I hit some loose gravel, but it was no big deal." The rest of the Trophy team was keeping good time on the trail and lost no points, but special test scores were still dismal for the Americans.

William Perkins (Trask Mountain M.C., 125cc Husky) didn't lose any route points despite crashing a couple of times. "Today I fell into a six-foot ditch," said Perkins, "and I crashed on a hill in the terrain test."

A member of the winning Swedish Trophy Team, 125cc rider Peter Hansson almost won the motocross special test but suffered a flat tire.

Riding a Husky automatic, Dave Bertram was top American in the 500cc class. Here he changes a rear tire after day one.

Naylor lost 60 points early in the day when his Honda failed to start within the allotted 60-second time period. "I didn't even know I was late," said Naylor, "I thought it started in time, but I guess it didn't." Despite a couple of run-ins with riders stuck on the side of a hill and still feeling a little sick, Naylor zeroed the rest of the day.

After losing 60 points the first day when his Husky wouldn't start in time, Hoess again lost 60 points on the second day when he got lost. "In this one real tight section," said Hoess, "I made a wrong turn, and they didn't have any wrong-way markers on this wide road. By the time I got to the next check, I was 10 seconds past my grace." He also had slow acceleration times because of transmission problems. "It's really hard to shift for some reason," said Hoess. "I had a real hard time shifting in the acceleration test and couldn't get it out of third gear."

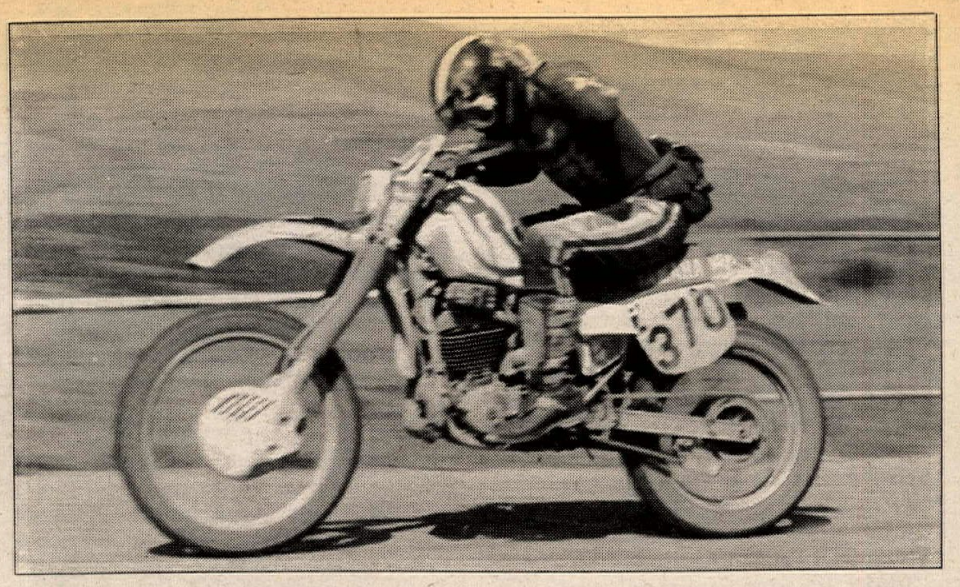
Roeseler, Martin and Jeff Irwin were three of the few riders that didn't have any problems on day three. "Everything went real good for me today," said Roeseler. "I dodged all the nails and had the second fastest time in the special test sections." Martin kept up his consistent and smooth trail pace while not losing any route points. "I almost lost some time in one check point because the check was about seven miles off," Martin said.

Portugal didn't finish day one.

Bertram zeroed day three despite replacing his entire transmission in a check during the second loop. "It was a preventative maintenance move," said Bertram. "I had all the parts already layed out and ready to go when I came in. It took me about nine minutes."

Day three wasn't a good day for Ballard, who was plagued with three flat tires (two in one section) and motor problems through a cross-

(Above) Can-Am's John Martin didn't lose any route points throughout the six days. (Below) Czech rider Vilem Dupal pushes.



Kevin Brown had the fastest acceleration times twice, and he won the 500cc motocross special test. He claimed a silver medal.

country special test section; he lost a total of 10 minutes. "In the cross-country test," said Ballard, "I fell down and a rock pulled a cable that connects to my exhaust butterfly valve that I use when going through the sound tests. The cable's spring broke and closed the valve, so the bike didn't have enough horsepower to get up the hill. I had to push it to the top over the rocks." Ballard also fell in a grass track special section when he hit a rock.

The "Lone Kawboy" Fredette had his rear brake assembly fall apart and his clutch cable snap in half — both in the same section. He didn't lose any route points, fixed the brake before the special test session, but couldn't get the clutch cable fixed in time.

Junior World team rider Naylor dropped out of the race when his Honda developed electrical problems. "At first I thought it was a spark plug," said Naylor, "then I thought it might be the kill switch. Soon it just quit, and when it cooled off, it would fire up. I got going again and missed houring out by 15 seconds; I made it to the fourth check and then it died again and I couldn't get it running. We figured it was the black box." Further inspection revealed the problem was caused by a wire grounding out that caused a short in the electrical system. Although Naylor was riding well up to that point and wasn't losing any points, he found that the ISDE wasn't his sort of thing. "I don't think I'll go to these anymore; there's too many rules and regulations, and you get penalized for this and that. Hare scrambles is my sort of thing."

Riding a KX125 Kawasaki, Coors-sponsored Jeff Miller suffered a broken foot in the special test section. "Everything was going super," said Miller, "until I stuck my foot in some guy's rear wheel. I stalled the bike and I started to fall over when a guy tried to pass me. It knocked me off balance and we hit and fell over. He started to pick up his bike but my foot was stuck and he didn't know it. I had to grab his helmet and push him down. He couldn't comprehend my foot was in his rear wheel. Finally (Jim) Norris came by and stopped. He turned the guy's wheel backwards and pulled my foot free. My foot hurt real bad and they went to get the ambulance, so I got going before they got back, because they would've checked me over and I might have houred out. I might be out of gold now, but I'll go for a bronze."

The low point on day four was when Lojak, who was riding on gold, crashed and dropped out of the event. He suffered injured ribs, internal injuries and a gash to his arm that required stitches. "I stopped to help an injured Spanish rider (Pere Ponsa)," said Lojak, "and after help arrived, I crashed trying to make up time. I was on the pavement and was trying to pass a guy ahead of me in the dust when I saw this turn, but it was too late. I crashed and then fell off a 20-foot wall. It was a dumb mistake on my part."

Flat tires hindered a few U.S. riders on day four, including Drew Smith, Hawkins (lost four minutes), Bertram and Ballard. Kadlec smashed his pipe on the trail and had to replace it at one of the checks. Hoess crashed once in a special test section and got lost along with three other riders: Adrian Smith (Great Britain), Richard Hubin (Belgium) and Vaclav Kroupa (CZ). "We came down this hill," said Hoess, "and I just followed the Czech guy down the creek bed instead of turning on the dirt road. There was no wrong-way markers again or anything. Since we were running the day-two course in reverse, I thought we were supposed to go down the creek like the way we came up. Luckily, I didn't lose any points."

Jeff Russell continued riding well but had some problems in the special tests. "One time I got caught in a rut going into a turn," said Russell. "Then I went over the berm and through the ribbon. I think I need to go to the Gary Bailey School of Motocross when I get back."

Hi-Point's Alan Randt lost a few route points on day one, zeroed day two, but felt sick throughout day three. "After I ate breakfast," said Randt, "I began feeling really sick and I lost a few points on the trail. At least I haven't had any flats yet, but I did smash my exhaust pipe pretty good. I'm still on silver, but I'm not used to all these rocks."

Things didn't go too well for Buckles early in the day when his four-stroke Husky wouldn't start in the morning. "I kicked that thing over for 17 minutes and it was really wearing me out," said Buckles. "A guy kept telling me to lean the bike over, but I thought that I've never had to do that before, so I just kept kicking. Finally, I decided, 'why not? I've got nothing to lose.' So I leaned it over, picked it up, kicked it once, and sure enough, it fired right up!"

ATK-mounted Joe Coppeuge's (Tallahasse Trail Riders) bad luck started after only losing a total of 320 points prior to day four. On this day, however, Coppeuge lost 3120 points on the trail, then lost 3780 the next day.

By this time, the Swedish team was catching back up to the leading Italian team, despite losing two riders along the way (they weren't Trophy riders). Klas Westerberg and Lars Parnepbgork both dropped out with ignition failures.

Day five proved almost disasterous for the U.S. Trophy team when Mull's 125WR Husky seized during the second loop. "I was going up this long and gnarly hill," said Mull, "and there were riders stuck halfway up. I got about halfway up and got stuck. The engine was revved out, but there was no air circulating around the engine, so the water started boiling out of the radiator. When I got to the top, I had to let it cool down and lost 30 minutes. After that there were no hills to ride down to keep it cool without water in the radiator, so it seized. I managed to get it running again and make it through the day. It was a major detunement."

Roeseler was still blazing the trails and the special tests, turning the fastest times in his class on the fifth day. "I still have a chance for the class win," said Roeseler, "but only if Andreini makes some kind of mistake, which he hasn't done yet. He hasn't had a flat tire or anything."

Martin had a scary moment on day five. "I crashed and bumped the radiator," said Martin. "The lower part cracked and I had to replace it. The major part was getting it; I had Fred Hoess' father get one for me, but we kept missing each other by a few minutes at three checks. Luckily, I carried water with me, because I had to fill up the radiator about every 10 minutes." Even with his problems, Martin didn't lose any points.

Dennis Larratt, riding a Honda CR500 for the Tallahasse Trail Rider's team, broke his second pipe of the week. "Today I high-sided going about 10 mph," said Larratt. "It was a silly crash, but it punched a hole in the pipe. The pipe got pushed back and a bolt holding on the water pump cover caused the hole. The day before, the exact same thing happened when I hit a rock that pushed the pipe into that same bolt. I didn't lose any route points and I won today's acceleration test."

Kevin Brown, riding his fifth ISDE, crashed a couple of times on this day and lost 680 points. "Before I even got to the first check," said Brown, "I was trying to pass this guy, and the dust was so bad I didn't see the turn up ahead. I hit the embankment and endoed. Two guys came around and crashed into me. Then I messed up in the acceleration test when I got off the line crooked and missed a shift. I crashed again in the second loop, but I don't really know what happened. All I faintly remember is having dirt in my eyes and squinting a lot, then the next thing I knew, I was standing alongside my bike with my helmet off, relieving myself. I got back going and I saw (Jim) Garmon ahead of me, so I knew something was wrong, because his number is after mine. Back at the hotel at the end of the day, I was told I blasted through a check six minutes early and that I didn't even stop or slow down. I don't remember going through that check at all. I must of banged my head pretty good; my helmet's pretty scraped up."

Broken foot and all, Miller kept on riding. He said, "I'm getting by, but my foot is hurting pretty bad. One time I crashed and broke my clutch lever just before this big hill. I got about halfway up before I got stuck in a ravine. A marshal walked up to me and noticed I had a big limp; I told him my foot as broken. He felt so sorry for me, he called up two more marshals and the three of them carried my bike to the top."

Kadlec had to replace his carburetor at one check when it got clogged and was starving the engine of gas, but he didn't lose any time.

Smith picked up a flat tire and had to change it in one of the tightest sections, so he lost one minute to the next check, mainly because his bike fell off the stand twice.

This was also the day that the leading Italian team lost any chance at the overall when Gualtiero Brissoni houred out with bike problems. This put the Swedish back into first place with one day left.

Day six had one 65-mile loop that none of the U.S. riders lost any route points on. Following the loop was the final event of the six — the motocross special test. Laid out over grassy, rolling hills, the course was fairly fast, wide, had many off-camber turns, but was very dusty after a couple of motos. In the only 125cc race, Sweden's Peter Hansson had the early lead while American Ford Tannock held down second. Mull was seventh and Perkins was 11th. On lap three of the seven-lap race, Tannock flew by Hansson when the Swedish rider crashed. Hansson quickly recovered in second and was pressuring Tannock. With three laps to go, Tannock developed front and rear flats and dropped off the pace. Hansson took over the lead, but he, too, was stricken with a flat tire and gave the lead to Italy's Alberto Sala (TM), who went on to win the race.

The first of three 250cc motos was bleak for the Americans. Both Martin and Fredette were involved in a third-turn pile-up that dropped them to the back of the pack. Then Hoess had problems when his shift lever bent back underneath the footpeg. Kadlec was running sixth by the end of the third lap, while another Italian, Tullko Pellecrinelli, riding a Kram-It, was leading the way, followed by French rider Lalay and Great Britain's Derrick Edmonson (Hon). Pellecrinelli lost his lead two laps from the finish when Lalay motored by to take the win. Edmonson also passed Pellecrinelli before the finish to take second. Kadlec eventually dropped back and finished 10th, while Martin worked up to 16th.

Gilera-mounted Giorgio Grasso (Italy) completely dominated the second 250cc race, despite his exhaust pipe pulling out of the manifold. By the finish of the race, Grasso had about 45 seconds on the second place rider, Australian Mitch Heffernan (Mai). Top American was Hawkins, who placed fifth, while Garman finished sixth.

The final 250cc moto had no American riders entered, and it was Australian rider Pelle Granquist (KTM) that led from start to finish, despite having a broken hand he suffered on day three. Second went to Holland's Wim Palthe (KTM), while Great Britain's Lars Hagman took third.

In the first of two 500cc motos, a second-turn crash took out American rider Les Wolfe and two other riders. At the end of lap one, Sweden's Svenerik Jonsson (Hus) was leading, but was passed by Czechoslovakian Libor Podmol when Jonsson crashed. Podmol held on to the lead for a lap before former world GP motocross contender Gerard Rond (KTM) of Holland flew by and went on to capture the win. Larratt was top American, in seventh, followed by Wolfe in 16th. Both Kevin Hines and Drew Smith suffered flat tires.

Brown lifted the spirits of the U.S. team when he and his Yamaha YZ490 blew out of the gate and into the lead at the start of the second 500cc moto. Brown was flying high as he pulled away from the second-place rider, Czech Radek Stodulka. In third and fourth were Ballard and Spain's Carlos Montanes (KTM). Shortly thereafter, American Bob Shillinger (KTM) slipped into fourth, putting the Americans in the first, third and fourth positions.

Jeff Irwin placed 15th overall in the 500cc class and took home a gold. Water was a rare obstacle in the ISDE; rocks weren't.

With Brown running way out in front, Ballard was heavily pressuring Stodulka, but couldn't make the pass. Near the end of the race, Brown fell down, but had plenty of time to remount and keep his huge lead intact. Brown won the moto, followed by Stodulka, Ballard and Shillinger. "I liked that a lot," said Brown, "but it doesn't make up for yesterday. All I was thinking out there was, 'don't screw up!', but I fell when I hit a cloud of dust and got caught in a rut. Luckily, I pulled the clutch in and the bike kept running."

The last race of the day, and the last event of the ISDE, was the Four-Stroke moto that was expected to be a Roeseler and Andreini showdown. Roeseler timed the gate perfectly and jammed into the lead, closely followed by Andreini, but Roeseler looked to be in command; Andreini couldn't match Roeseler's pace and started dropping back. Nobody could match Roeseler and his four-stroke Husky, as he easily took the win. Andreini finished second, but it was enough to take the Four-Stroke class win by a mere 113.7 points over Roeseler — less than two minutes.

Eight American riders finished on gold: Martin, Hoess, Fredette, Russell, Bertram, Smith, Roeseler and Irwin. Irwin, Russell and Martin were the only American riders who didn't lose any route points throughout the six days.

"This was one of the best ISDEs I've ever been to," said Smith after earning his fifth gold medal. "Everybody on the support crew did a fabulous job, and without them we could not have done as well as we did."

Mark Hynes, Billy Fulmer, Mike Toole and Ray Mungenast were three of 12 silver-medal winners representing the U.S. "The week went by real fast," said Hynes, "and the pain of day five, when I got lost and dropped seven minutes, broke my chain a couple of times, and lost the water pump seal causing my bike to almost seize, is slowly drifting away. I got a silver medal and I really proved something to myself."

"It was a great experience," said bronze medalist Tannock. "Finishing is the biggest thing. As the end neared, it was very nerve-wracking. My stomach got tighter and tighter, and after the motocross test, it was a big sigh of relief." •

Results

80: 1. Pier F. Muraglia (Accosato, Italy).
125: 1. Renato Pegurri (TM, Italy).
USA SILVER: William Perkins (Hus) 7433.75/17th.
USA BRONZE: Brian Mull (Hus) 9145.36/25th; Ford Tannock (Hus) 11290.53/33rd; John Miller (Kaw) 15515.15/36th.
250: 1. Gilles Lalay (Hon, France) 6121.82.
USA GOLD: John Martin (C-A) 6507.08/14th; Fred Hoess (Hus) 6630.29/21st; Jeff Fredette (Kaw) 6720.39/26th; Jeff Russell (Hus) 6725.75/27th.
USA SILVER: Randy Hawkins (Hus) 7035.81/35th; Fritz Kadlec (Hus) 7072.74/36th; Jim Garmon (KTM) 8081.93/55th.
USA BRONZE: Mark Hynes (KTM) 9114.97/65th.
500: 1. Bohumil Posledni (Jawa, Czecosloviquia) 6246.30.
USA GOLD: Dave Bertram (Hus) 6629.45/10th; Drew Smith (Hon) 6668.14/11th; Jeff Irwin (Hus) 6727.59/15th.
USA SILVER: Kevin Hines (Hus) 6898.35/19th; Dennis Larrat (Hon) 6963.31/22nd; Bob Shillinger (KTM) 6994.31/24th; Geoff Ballard (C-A) 6995.12/25th; Kevin Brown (Yam) 7390.96/30th; Billy Fulmer (Hon) 7501.13/32nd; Mike Toole (Hus) 7861.67/37th; Les Wolfe (Hus) 7861.99; 38th; Ray Mungenast (Hus) 8070.92/42nd.
USA BRONZE: Alan Randt (Hus) 8907.90/47.
FOUR-STROKE: 1. Giugliemo Andreine (Hus, Italy) 6369.45.
USA GOLD: Larry Roeseler (Hus) 6483.15/2nd.
USA BRONZE: John Haaker (Hus) 10001.16/12th; Tom Buckles (Hus) 10754.91/13th; Bob Pearce (C-A) 12547.27/17th; Joe Coppege (ATK) 14475.73/21st.
WORLD TROPHY
OVERALL: 1. Sweden (1792.28); 2. Spain (2788.85); 3. East Germany (2900.60); 4. United States (5442.72); 5. England (6878.92); 6. Australia (21561.51); 7. Czechoslovakia (19457.42); 8. Italy (31516.29); 9. Austria (55920.51); 10. Poland (97129.18).
JUNIOR WORLD
OVERALL: 1. East Germany (1780.05); 2. Spain (2261.67); 3. Sweden (2390.66); 4. Czechoslovakia (3072.56); 5. Italy (3513.37); 6. Finland (10502.25); 7. Canada (20980.08); 8. U.S.A. (62393.12); 9. Great Britain (82528.69); 10. West Germany (113891.11).

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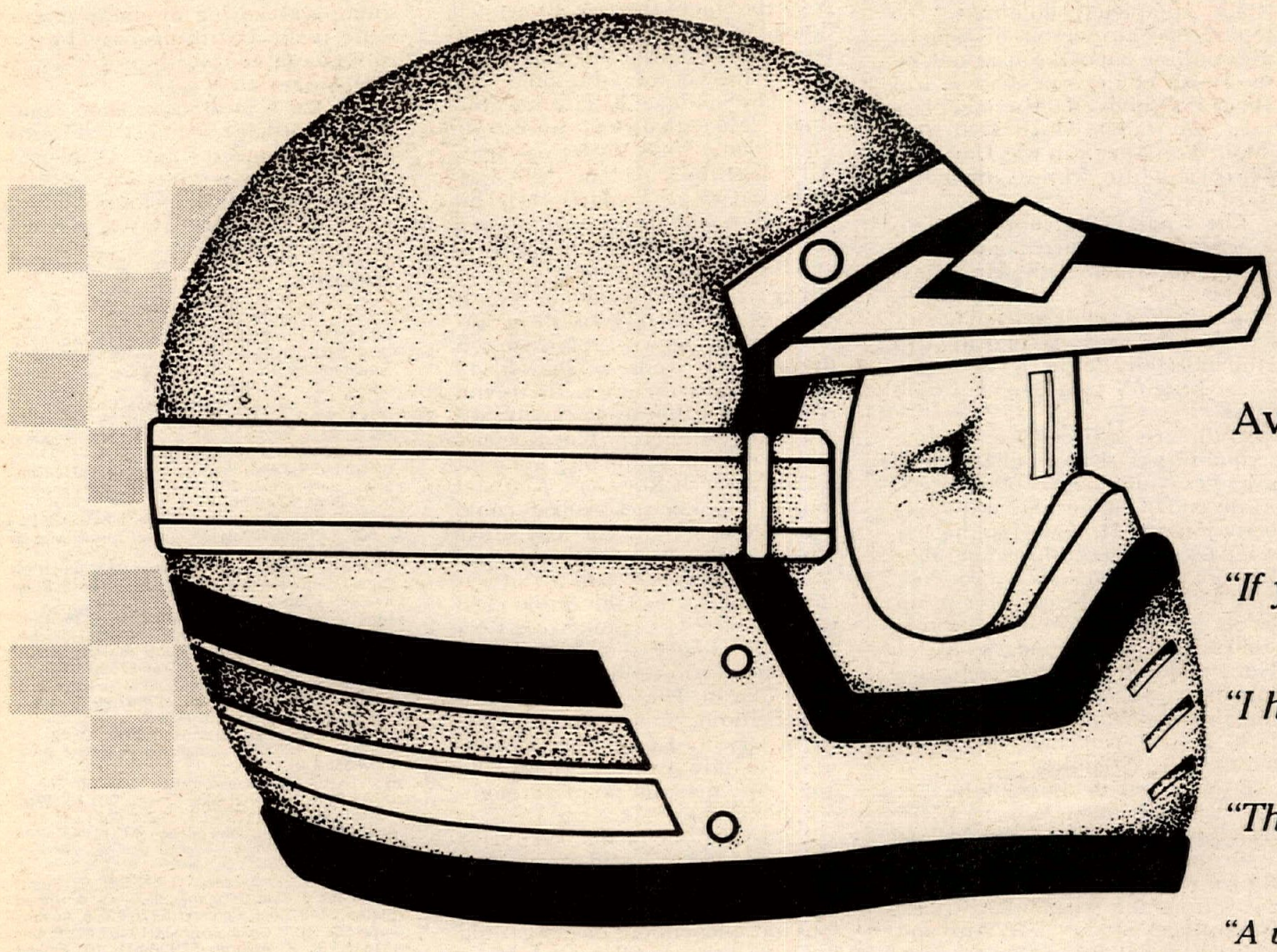
Ricky Graham	HON
Bubba Shobert	HON
Chris Carr	WOOD - ROTAX



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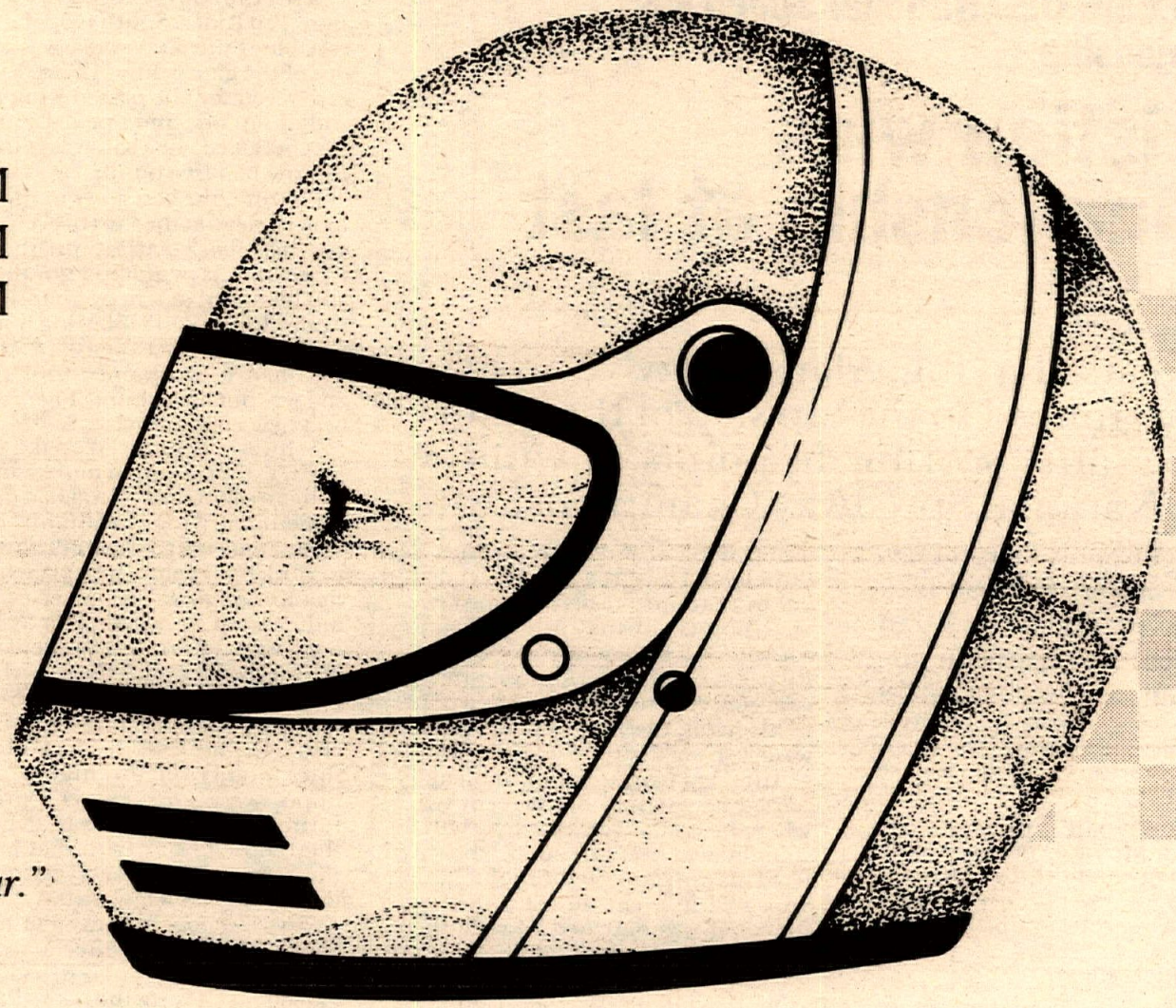

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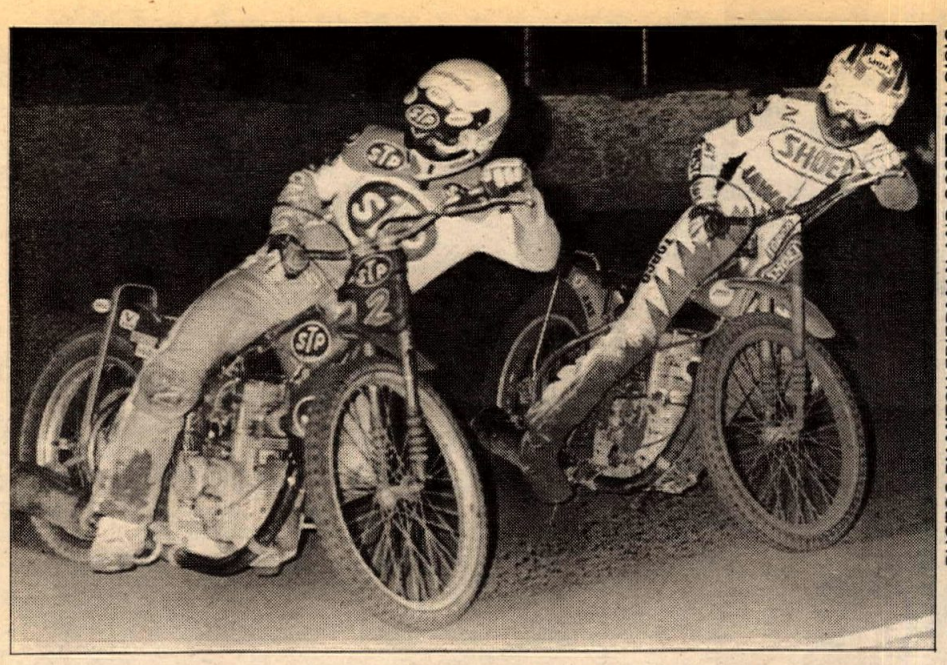
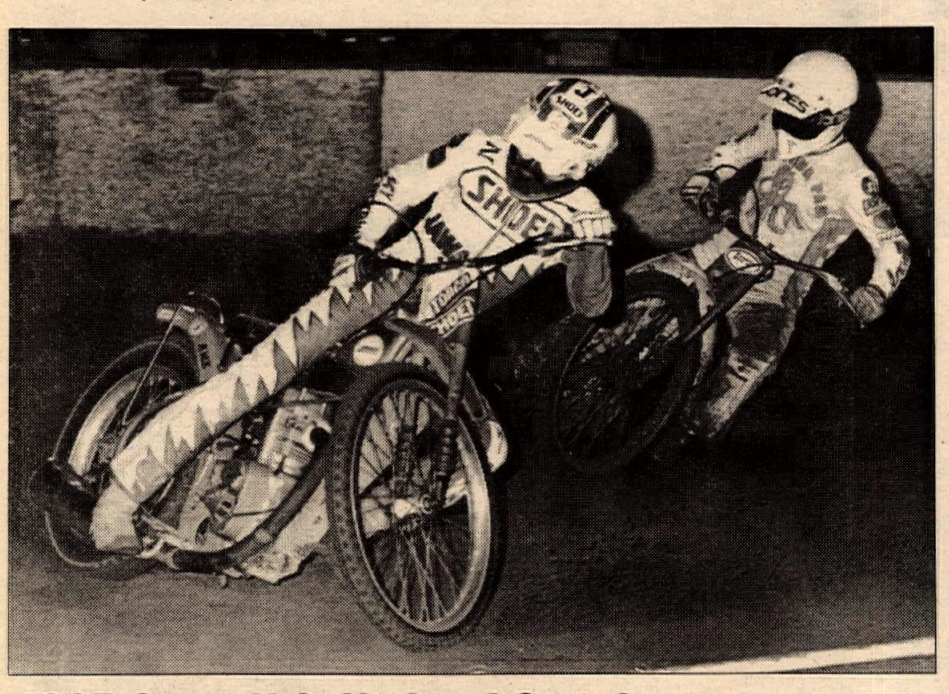


PHOTOS BY MITCH FRIEDMAN AND SCOTT DALOISIO

(Above) National Speedway Champion Alan Christian and Mike Faria in event 13. (Below) Faria and number three in the world Sam Ermolenko.



Alan "Crazy" Christian celebrates in the winner's circle. It was Christian's first National Championship in 15 years of trying.

1985 Coors U.S. National Speedway Championship

Christian wins Championship at last

By Scott Daloisio

COSTA MESA, CA, OCT. 12

After years of trying, Alan "Crazy" Christian finally climbed to the top step of the victory rostrum after scoring 14 points to win the Coors National Speedway Championship at the Orange County Fairgrounds Saturday night. The bad luck that has plagued Christian throughout the years in the event finally left him and preyed upon Mike Faria, who had a drive chain break while heading for a certain run-off with Christian for the crown.

Before the night's action started, there was a pre-race controversy involving the availability of tires in the pits of a couple riders. Since all of the riders were unable to obtain them, these tires were deemed illegal and the meeting began.

In the first race, one of the pre-race favorites — Bobby Schwartz — took off and into the lead just ahead of California State Champion Steve Lucero. Lucero hounded Schwartz until the white-flag lap, when he drifted wide out of turn two and dropped to last. Lucero came back to third by the time the race had ended, but by that time he had dropped two vital points. In his rush back into contention, he got a piece of Rob Pfetzing, who was riding despite a compressed vertebra and broken bone in his hand. Pfetzing went down but was able to walk away after a few moments.

Another favorite, Sam Ermolenko, started his evening off in event two, where he easily won that by a half a straightaway over Christian, who suffered his only loss on the night. Faria appeared in event three for the first time and was outgated by polesitter John Sandona, but Faria put the horsepower to the ground and raced around Sandona as they came off turn two. Sandona was poised to move back in front when Faria wheelied going down the back chute on lap three, but Faria recovered just in time and was able to record his initial win. The first round ended with the appearance of two-time defending champion Kelly Moran. Moran was last out of the gate, but managed to pass Ed Castro for third; Bobby Ott won the race over Brad Oxley. More important was the fact that Moran had dropped two points and could not afford to lose another on the night.

Ermolenko and Schwartz met in event five. Schwartz, out of two, was leading with Ermolenko in hot pursuit. In turn three, Ermolenko momentarily parked, and Oxley blew by on the inside, then held him off all the way to the checkered flag to take second behind Schwartz.

Event six took five attempts to get going as riders tangled four times. One of the tangles cost Ott $100 as his killswitch failed to work. Before it was over, Ott was kicked out of the event and Sandona took the win over Lucero. Christian, riding the STP/Valvoline/Champion Spark Plugs/Bell/Cal Fab/Advantage Boats/Cirello/Hi-Point/K&N/Mikuni/Pro Design/Pro Rider/Smith Goggles/TerryCable/Tsubaki Weslake was second out of the gate behind Lance King in race seven, but he passed King at the end of lap one and opened it up till the checkered. The ball was rolling as he now had five points.

Pfetzing, the best gater in the field, took the lead at the start of event eight and held back Faria until the back chute on lap two. Faria got the lead and managed to win by almost half a straightaway while Pfetzing hung on to second at the expense of Moran, who had now dropped four points and was out of the hunt. There would be a new champion.

Schwartz and his Weslake stayed perfect after a one-length win over King in event nine. Faria had noticed something wrong with his clutch after event eight, but didn't have time to work on it before heat 10, where he met Ermolenko. The clutch problem didn't seem to bother him as he led wire to wire while Ermolenko was busy fighting off Ed Castro, who had just broken his left hand Thursday night at Ascot. Ermolenko finished a close second, but he had dropped three points on the night and his hopes were gone. Faria's problem turned out to be a bad bearing, but they chose to stay with that bike for the remainder of the evening, even though the clutch was ill.

The last race before intermission was event 12, and after a red flag, Christian found himself badly outgated and chasing the pack. Pfetzing was at the front, but Oxley got by him at the end of lap one. Christian took advantage of Pfetzing, who seemed to be feeling the pain from his injuries and dropped to the back. But Oxley wouldn't be that easy; Christian finally went around him for the lead on the back chute on lap three. Christian's win put him closer to the crown, and the crowd was beginning to warm up to what was happening.

During intermission, Moran sat on the crashwall and looked at losing his crown philosphically. "I can't cry over spilled milk. There's always next year and then the year after that."

The pivotal race of the meeting was event 13, which matched Schwartz and Faria — who were tied for the lead — with Christian, who was one point back. Faria got the gate, but Christian ducked inside and took over first as they came off of turn two. Schwartz was right on both of them and he tried to take Faria for second in the first bend on lap two, but he came in too hard and momentarily parked, which dropped him to last. Christian continued to lead with Faria just a breath behind and that's how they finished. Schwartz ended up last and his title hopes were shattered. Christian and Faria were tied for first and one of them would be the new champ.

Moran made his fans happy with a win in race 15, while Ermolenko took third behind Sandona and, in effect, knocked himself out of a rostrum place. Schwartz sealed his place on the victory rostrum by taking event 17 over John Cook in a race where Schwartz toyed with the field.

The stage was set. Christian came onto the track with Lucero, Moran and Mike Delacy for event 18. A win would put him at least in a run-off for the crown. Christian was starting in slot three, with Lucero in two. Lucero then made a great sporting gesture as they sat at the gate before staging. Lucero looked over to Christian's petcocks and pointed to them so Christian would check to make sure his fuel was on. It was on and so was Christian as he blasted from the gate and into the lead. Coming off two, Christian gave the pack a little wave and he went on to score the win. Now all he had to do was wait for the outcome of Faria's race.

Faria was up in the next race, and on paper it was his easiest of the night. Everyone in the place expected him to win, and a run-off would then be held between Faria and Christian. Faria and Mike Curoso were first out of the gate and they were jostling in the first bend. Suddenly, a broken chain could be heard slapping a bike and everyone held their breath, waiting to see which rider slowed. It was Faria, with a broken drive chain. He coasted dejectedly to the infield and stood by his machine while the race continued on. His chances were gone and while he agonized on the infield,

Bobby Schwartz started the evening perfect, but ended up second.

many of the other competitors were amazed at Curoso's actions against Faria. Oxley won the heat over Chrisco but Christian won the meeting and was the new champion.

After the checkered flag, Christian bounded on the track chased by his crew and several other riders who then picked him up and tossed him in the air while Faria sat solemnly in the pits.

King won the final heat over Ermolenko and the celebration was about to begin. Christian, second-place Schwartz and third-place Faria made their way to the infield for the trophy presentation in a Rolls Royce. Announcer Larry Huffman was interviewing Christian's father Chris, who was overcome by emotion and said, "This is the happiest day of my life. We've waited 15 years for this." About that time Christian walked up, also crying, and hugged his father, mother, wife and two young sons.

Christian was more than happy with the win. When asked what it was like to be champion after so many years, he was at a loss. "You know, I have been trying to win this for so long, that right now I can't tell you what it feels like. It hasn't sunk in yet. It wasn't easy, I can tell you that. We had to change a carburetor and we had a few other minor problems." About that time he was asked to pose with his family for a picture and was handed his three-year-old son Richard,who was waving a checkered flag. Christian looked at him and said, "Daddy's the winner." That brought out the biggest ear-to-ear grin from a youngster that you've ever seen.

Schwartz congratulated Christian in the pits. "Congratulations, you're going to make a great champion and I look forward to coming back next year and racing against you." Schwartz then piped in with a laugh, "Can I have your number two now?" Christian replied "No, I think I'll keep it on reserve."

At the other end of the pits, Faria faked crying when this reporter approached. When asked why he thought Curoso had tangled with him, he shrugged his shoulders and smiled. "I don't know why he did that. I was getting in front of him and he kept on bumping me. I don't know if it was his peg or what. I just don't know. He only had two points at the time." Another rider then voiced his opinion. "Don't worry. He (Curoso) is going down for that one." ●

Results

POINTS: 1. Alan Christian (Wes) 14; 2. Bobby Schwartz (Wes) 12; 3. Mike Faria (Wes) 11; 4. Brad Oxley (Wes) 10; 5. (TIE) Lance King (Wes)/Sam Ermolenko (Wes)/John Sandona (Wes) 9; 8. Steve Lucero (Wes) 8; 9. (TIE) Kelly Moran (Gdn)/Rob Pfetzing (Wes)/Mike Delacy (Wes) 6; 12. (TIE) Keith Chrisco (Wes)/John Cook (Wes)/Bob Ott (Gdn) 5; 15. Mike Curoso (Wes) 3; 16. Ed Castro (Wes) 2; 17. Mike Mazzacane (Jaw) 0.

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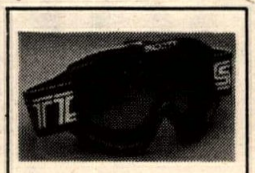

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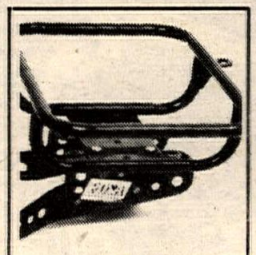

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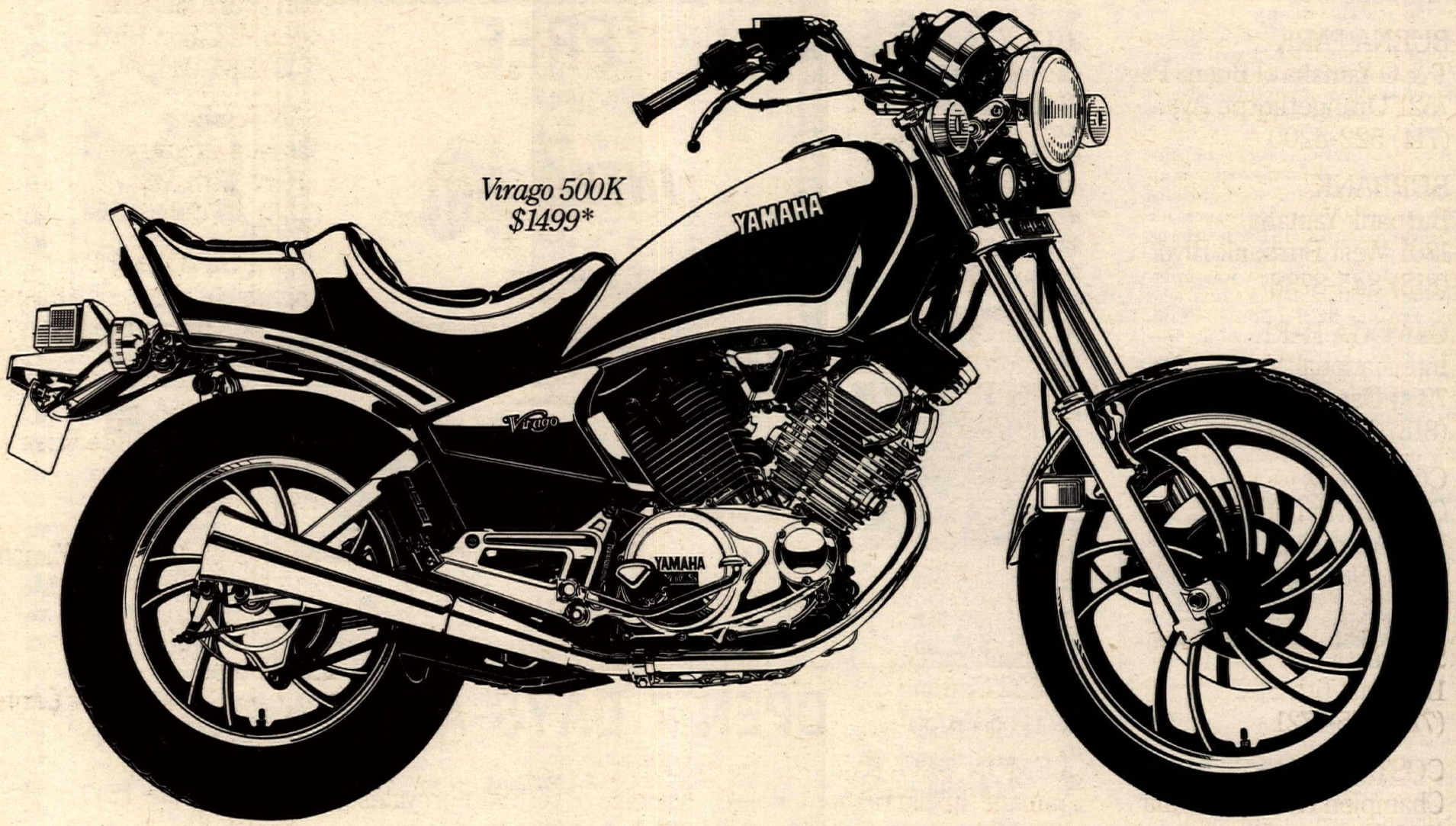

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Part Nine: How To Practice

How to be a MX Star

By David Bailey with Thomas Scott

In anything you do, practice is a big part of getting better. I've logged thousands of hours of practice throughout my motocross career, constantly refining my skills and learning new techniques. I'd like to give you a few tips you can follow regarding your practice sessions, and hopefully, once you incorporate them, you'll find that you're getting more out of the time you spend preparing for the races.

When you first start practicing, three times a week should be enough. I practice almost every day when I'm healthy and I'm at home. I have access to my supercross track, which is about 200 yards from my house, and Lake Sugartree, which is about half a mile away. For me, it's easy to ride in the morning and again at night, while other riders have to load up to go riding, and things aren't as convenient.

If you're going to make racing your number-one priority, consider finding a place to ride which is near your home, so you can get there without having to haul your bike. When you have to load up, get gas for your bike, and gas up your truck, it gets to be a pain in the butt. You take up more time getting to the track than riding, and it's a real drag.

Some riders practice every day, like me, and are still hungry for their motorcycle on race day. If you can do that and not wear yourself out, fine. Other riders get tired and blister their hands, so that they're hating life before practice ends on race day. Remember to maintain good physical conditioning, so that you're always ready to race.

If you race and practice on the same bike, and can't ride very often because of prep time on your machine, try to ride on Tuesday and Wednesday, then again on Friday or better yet Saturday. The closer to the race you practice, the better, because you'll be more tuned in on race day.

The theory behind how to practice varies between different riders, but the main idea is to learn and also have fun. A couple times a week I'll go out and ride really hard for five or six laps. Even if I just go out and play-ride for the day, I'll take 10 or 15 minutes to go berserk, and not even worry about my lines. The reason I do that is to develop a more aggressive approach. I'm the type of rider who takes his time; I usually get slow starts so that I'm comfortable with the track, and I don't take many risks or chances. That's good, but sometimes I get a little too conservative. I consider that a weak point, so I practice aggressiveness so that in a race I'll make a move if I need to. When I need to take a couple of chances on race day, it won't be such a bad risk because I've practiced my moves.

I have a full-scale supercross track, a national track and woods trails, so I like to jump back and forth between the three. I'll ride the woods, connect it into the track, and then head back into the woods. The woods are great for your reflexes. Those tight trails make you move in the trees, and it's like getting a midpack start. Dodging trees is a lot like getting through slower riders. If you learn to charge through a trail — one that you know — you'll sharpen your reflexes. I've also ridden a few cross country races so that I learned to be prepared for the unexpected. You have to watch out for fallen trees and slippery roots, and you can copy those moves during a supercross race — everything happens quickly.

The lap times for my supercross track are about a minute, 20 seconds, and I have another 45 seconds to a minute of woods trails that I add to that. That's the way to practice; have a good time by adding variety to your riding area.

When I'm out in California, I stay with Johnny O'Mara, and then I ride in the hills where there are no trees. The ground is dry, so there's no plant life or vegetation, and I like to find erosion ditches to jump over. There will be sink holes and deep ditches, and there isn't much room for error. If you have to put your foot down, it's a 10-to-15-foot drop on each side of you, and that definitely teaches you to relax and increases your balance while forcing you to keep from tensing up. Johnny and I have made trails over these areas, and we ride them once or twice, just so we know we can do them well. Then we move on to something else.

When you go riding, do a number of things and make sure you're doing things right. Ride some woods, do some jumps, and check your timing; do some whoop sections, ride some hills, go down some downhills. Polish up your ability to ride, and keep in mind your balance and timing.

Jumping up ledges and jumping mounds of dirt is fun. Johnny and I jump up cliffs, and it can be risky, but we know we can make it. When I approach something, I very seldom have a question in my mind that I can do it. I weigh out situations before I attempt things, but I do try some hairy stuff in order to get better.

A few weeks ago I rode a ride at Six Flags in Georgia called Free Fall. Something told me I needed to try it, and it scared the peewaddies out of me! After that ride, I did it a couple more times, and it's just like that on a motorcycle. If I know Ward, Hannah or Johnson will do something, I'll do it, too. It's a confidence builder, something that increases your abilities. You'll probably never encounter these things on a race track, but the techniques you use are the same.

If you do attempt difficult jumps, make sure you're riding with a partner in case something does go wrong. Riding alone can get boring, so it's good for both riders to learn from each other.

One thing that always makes my riding fun is being creative when I practice. No matter where I am, I'm always looking for a rock, bush, bank or any other obstacle. I never ride from one spot to another, I always hit a rock and whip up the back end, or I'll jump up a bank and bounce back down. Make the most out of every minute of your practicing. There's always something you can add to your riding to improve yourself. The guy who does that will come out ahead because he'll have more confidence in his ability. Learn to read the terrain around you, and you can make jumps and plateaus out of different areas you never noticed before.

Some days you'll go out and not have anything planned. Get started by working your timing to make sure you're using the clutch correctly, hitting the jumps right, and cornering well. Then figure out how many laps you'll have to go in your next race, and gas it. If things are going well, keep your speed up, but if not, just ride your best and keep smooth. One mistake I made earlier in my career was that I never went fast the entire length of a race without getting sidetracked. You should simulate racing conditions at least once a week.

Work on your concentration when you practice. I used to go fast until halfway through the race, and the I'd start thinking about a movie I'd seen or a good time I'd had at the beach. You can't let your mind wander like that, or you'll find yourself on the ground.

For supercrosses, a lot of the trick riding you do is almost freestyle riding. At the Nationals you can get away with more because you have momentum, but at supercrosses, you're almost stopping and going all the time. I'll warm up on my supercross track for a few minutes, and then I'll practice starts. Since our main events are 12 laps, I'll start and go 12 laps as fast as I can. Then I'll take a short break and go 12 laps again. Then I've done my race practicing, and after that I'll go out and play for the day.

If the ground is flat, I'll flat track it around the turns. I remember one time I was at Saddleback riding, having a good time, and Kent Howerton was out there. The pits were smooth and slippery, and there were trash cans all around. We started racing around the cans, and I bet we rode around there for a half hour. You wouldn't ever think about doing something like that, but it's practical experience. It's just like coming up to a corner without a berm — you'll have to know how to slide.

Never overlook anything. Make the most out of every minute you spend on your bike, and your practice sessions will prepare you to enter the ranks of MX stardom. •

Peterson powders Pros at Ascot

By Chris Boice

GARDENA, CA, OCT. 4

Ascot ace Todd Peterson (Hon) took home the prize money and a feeling of satisfaction tonight after the Continental Motosport Club night motocross at Ascot. Peterson won the 500cc Pro class with a 1-2 score and blitzed the 250cc Pro class with two flawlessly ridden moto wins.

Factory Cagiva rider Ron Turner led the first 250cc Pro moto for almost four laps until a mechanical problem sent him back to the middle of the pack. Peterson inherited the lead with Rob Trone (Hon) in second and Yamaha-supported Jim Holley in third. On the last lap, Holley got by Trone in the right hander before the rockers and followed Peterson at a distance across the finish line. Trone was third while Turner nursed his Cagiva back to health and got fourth.

Peterson got the holeshot in the second round, with Turner and Holley in pursuit. Halfway through the first lap, Holley shot past Turner over the double jumps and set out after Peterson. For five laps, Peterson kept a comfortable 10 bikelengths between himself and Holley. When the checkered flag came down, Peterson took the win and the overall, with Holley not able to gain a foot in his pursuit and having to settle for a second and second overall. Ron Turner and Mike Fedorow (Kaw) were third and fourth in the moto and overall.

Yamaha-mounted Mike Pascarella took the lead out of the gate in the first 80cc Expert moto, but by the end of the first lap, Scott Brown (Hon) had jammed by Pascarella on the TT jump to take over the number-one spot. Brown took the checkers with a six-second lead. Pascarella was second and Paul Cortez (Yam) was third.

Cortez got the holeshot in the second moto, but Kawasaki rider Steven Kotajarvi took over the lead on the second lap. Both Pascarella and Brown had fate go against them in the second round and finished third and fourth, respectively. All four 80cc Expert riders finished the night with five points, but the overall winner was Kotajarvi with a 4-1. Cortez was second with a 3-2, Pascarella third with 2-3, and Brown fourth with a 4-1.

Charlie Brown (Kaw) didn't have anyone picking on him tonight in the 125cc Intermediate class. Brown led the entire first moto from the drop of the gate to the drop of the flag. Kawasaki riders Jason Neuman and Brian Belew came off the line in second and third and finished the moto in those same positions.

Skip Godinez (Kaw) led the second moto for two laps and managed to shut the door on Brown's pass attempts until halfway into the third lap when Brown banzaied by on the tables. Godinez tried to retake Brown, but a bail on the crashwall doubles on the last lap dashed his hopes and let Neuman and Belew move up a position to finish second and third. Brown took the easy overall victory, with Neuman and Belew coming in second and third overall.

Honda-mounted Jimmy Bartoli stormed the gate and stayed out in front of the field of 500cc Junior riders. Eric Fleming (Hon) was hot after him until a crash put him out of the contest and put John Mullins (Hon) into second place. Bartoli won with a substantial lead, Mullins was second, and Brad Sloan (Yam) overcame a first lap crash to finish third.

In the second moto, Fleming came back with a vengeance, taking the front spot and holding off Bartoli's challenge for the four-lap sprint. Sloan was a very close third. Bartoli took the overall win with a 1-2, Mullins was second with 2-3, and Fleming was third with a 5-1.

Results

60 BEG: 1. Jeff Willoh (Kaw); 2. Armando Overland (Suz).
80 BEG DIV 1: 1. Kurt Rood (Kaw); 2. Jeff Griffin (Hon); 3. Andy Grider (Kaw).
80 BEG DIV 2: 1. Richie Sherman (Hon); 2. Kevin Marin (Yam); 3. Keith Shores (Hon).
80 JR: 1. Mike Cox (Kaw); 2. Sheryl Fedorow (Yam); 3. Anthony Payne (Kaw).
80 INT: 1. Robert Shipman (Suz); 2. Tommy (Yam).
80 EX: 1. Steven Kotajarvi (Kaw); 2. Paul Cortez (Yam); 3. Mike Pascarella (Yam).
125 BEG DIV 1: 1. Justin Souza (Hon); 2. Hector Perez (Hon); 3. Pete Schoenfeld (Kaw).
125 BEG DIV 2: 1. Pat Veritch (Yam); 2. Kevin Smith (Kaw); 3. David Lockhart (Hon).
125 JR DIV 1: 1. Billy McLaughlin (Suz); 2. Bill Auberlen (Suz); 3. Matteo Cosentino (Cag).
125 JR DIV 2: 1. Brian Slumskie (Hon); 2. Eric Jasper (Hon); 3. David Dye (Hon).
125 INT: 1. Charlie Brown (Kaw); 2. Jason Neuman (Kaw); 3. Brian Belew (Ka).
125 PRO: 1. Tim Rutherford (Kaw); 2. Ray Sommo (Kaw); 3. Ron Turner (Cag).
250 BEG DIV 1: 1. Ron Buccieri (Yam); 2. John Thiesen (Yam); 3. David Delgado (Suz).
250 BEG DIV 2: 1. Jeff Theisen (Yam); 2. Anthony Arthur (Kaw); 3. Bruce Jensen (Yam).
250 JR: 1. Kenny Allen (Suz); 2. Ken Faught (Yam); 3. Jerry Forde (Suz).
250 INT: 1. Gary Goforth (Hon); 2. David Potter (Hon); 3. Larry Nannenga (Yam).
250 PRO: 1. Todd Peterson (Hon); 2. Jim Holley (Yam); 3. Ron Turner (Cag).
500 BEG: 1. Gary Schrechengost (Hon); 2. Kelly Petsche (Yam); 3. Richard Rudshagen (Hon).
500 JR: 1. Jimmy Bartoli (Hon); 2. John Mullins (Hon); 3. Eric Fleming (Hon).
500 INT: 1. Chris Boice (Hon); 2. Orlando Terrazasz (Hon); 3. Larry Gross (Yam).
500 PRO: 1. Todd Peterson (Hon); 2. Ron Turner (Cag); 3. Mike McMillen (Hon).
VET JR: 1. Reid Franke (Hon); 2. Rich Hansen (Hus); 3. John Meurs (Hon).
VET INT: 1. Karel Kramer (Hon).
VET MSTR: 1. Ross Maeda (Suz); 2. Jeff Blix (Yam); 3. Robert Johnson (Hon).

Goodfellow gets gold at Portland

By Russ Cazier

PORTLAND, OR, SEPT. 29

Gary Goodfellow and a cast of Canadian cohorts helped the Oregon Motorcycle Road Racing Association usher out the 1985 season with speed and style.

Goodfellow dominated both OMRRA and Can-Am Superbike classes, and repeated on the same machinery to take the Formula One win.

Only Steve Crevier, on an FZ750 Yamaha, managed to break up the Suzuki GSXR parade in the Can-Am Production class. Crevier also won the Can-Am 600cc Cafe class on an RZ350, but only after a long dice with Dale Franklin, also RZ350-mounted.

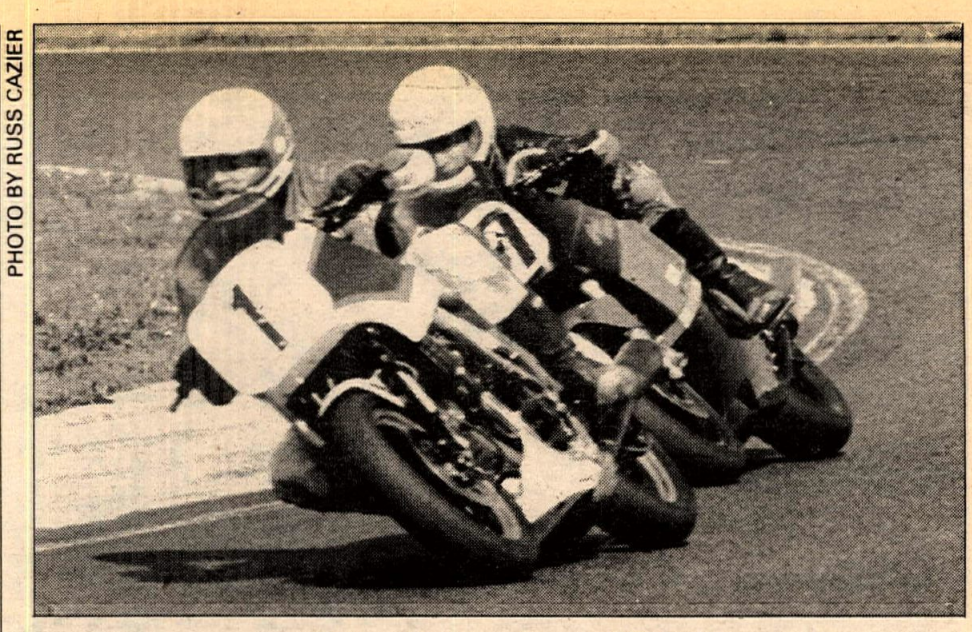
Tony Howard, with an eye on season points, finished third in the Battle of the Twins. "I had the points pretty well figured out," said Howard over a champagne glass after the race. "I had to finish third to win season points." Winning BoTT was Ward Rodgers on a BMW. "I had a good race against Tony and Dick Winningstad," Rodgers said. "We (Ward and brother Joe) got the bike for $125 at an auction. It's got some strange parts on it, like a GT-750 Suzuki front end, but it works pretty good." Keith Pinkstaff tangled with Danny Puckett on the first lap of the first heat in the Open Production class. Both went down when Puckett slid out in front of Pinkstaff, and Gary Berge inherited the win.

Mike Johnson had a good day, winning 600cc Production and taking second in 750cc Production and 600cc Cafe. His win in 600cc Production occurred after Mike Sievers DNF in the second heat. Johnson scored enough points to repeat as high point rider for OMRRA, and will wear the coveted number one plate for 1986.

Results

OPEN PROD: 1. Gary Berge (Kaw); 2. Anthony Thompson (Hon); 3. Keith Hall (Hon).

PHOTO BY RUSS CAZIER



Mike Johnson kept his number one plate in OMRRA racing for another year with a win and two seconds at Portland. Here, he leads Mike Sievers.

750 PROD: 1. Joe Pitman (Suz); 2. Mike Johnson (Hon); 3. Robert Schuff (Hon).
600 PROD: 1. Mike Johnson (Hon); 2. Arnold Andrews (Hon); 3. Joe Davis (Suz).
450 PROD: 1. Sanford Brown (Yam); 2. Larry Trow (Yam); 3. Bruce Terrell (Suz).
SPBK: 1. Gary Goodfellow (Suz); 2. Tom Walther (Suz); 3. Steve Dick (Suz).
600 CAFE: 1. Mike Sievers (Kaw); 2. Mike Johnson (Hon); 3. Robert Schuff (Hon).
450 CAFE: 1. Eric Garland (Yam); 2. Gary Crenshaw (Yam); 3. Bruce DeJong (Yam).
F-1: 1. Gary Goodfellow (Suz); 2. Tom Walther (Suz); 3. Steve Dick (Suz).
F-2: 1. Mike Sullivan (Yam); 2. Dale Franklin (Yam); 3. Mike Kenyon (Yam).
F-3: 1. Cliff Baker (HYH); 2. Warren Burton (Mon); 3. Scott DeSart (Kaw).
OPEN SGL: 1. Howard Pinkstaff (Yam); 2. Ed Caswell (Hon); 3. Don Hanset (Yam).
BoTT: 1. Ward Rodgers (BMW); 2. Dick Winningstad (Cag); 3. Tony Howard (Yam).
CAN-AM
600 CAFE: 1. Stephen Crevier (Yam); 2. Dale Franklin (Yam); 3. Bruce Behal (Kaw).
750 PROD: 1. Stephen Crevier (Yam); 2. Steve Dick (Suz); 3. Nick DeFago (Suz).
SPBK: 1. Gary Goodfellow (Suz); 2. Tom Walther (Suz); 3. Nick DeFago (Suz).

Carivau cruises to DeAnza win

By Cathy Barbacovi

SUNNYMEAD, CA, SEPT. 22

Gary Carivau ended up in the 125cc Novice division one winner's circle today during the California Racing Club's (CRC) motocross at DeAnza Cycle Park. Pursuing the leader were Roger Hauptman, Eric Browne, Larry Laye and Jerry Jetton. All five riders ended up in the exact same order during both motos and also overall.

Laye was running in second behind Carivau during the first moto when he was blocked by a rider in the other division. Laye flipped his machine and dropped back to fourth place. Carivau was able to avoid the lapped riders and continued on with the lead and moto win. Hauptman and Browne came through in second and third ahead of Laye and his hard-luck story.

It was Hauptman who blasted ahead of the pack in the final round. Right behind him were a charging Laye and Carivau. Laye's front disc brake wasn't working due to the first-moto crash and this resulted in more trouble. Carivau dived into a corner to pass Laye and succeeded. Laye was nudged too far and couldn't stop his machine and ended up dropping it. Carivau pursued Hauptman and caught him for the lead. Similar to the first moto, it was Carivau, Hauptman, Browne and then Laye with more hard luck.

The second division riders experienced their share of crashes and seized motors. Larry Lacy had it all together though and became the winner of the event. Mike Brooks held the lead in the first round until he seized his motor. It was then Stan Hase's turn to taste the lead until he crashed. Lacy became the winner over Ron McKiernan and Howard Tresville.

In the final round Hase was in the lead until a lapped rider fell right in front of him. Tresville was advanced to the lead and took the win over Lacy and Hase. For the day it was Lacy with a 1-2 score, while a 3-1 tally earned Tresville second and third went to Hase.

Results

60 0-8: 1. Chris Wheeler (Kaw).
60 NOV: 1. Shane Morales (Kaw); 2. Scott Grey (Kaw); 3. David Cooke (Hon).
60 INT: 1. Jeff Lewis (Kaw); 2. Bobby Morales (Kaw).
60 EX: 1. Craig Decker (Kaw).
80 STK BEG: 1. Derek Natvig (Kaw); 2. William Garey (Kaw); 3. Kevin Baylon (Hon).
80 STK NOV: 1. Kenny Sommer (Kaw); 2. Raymond Hensley (Yam); 3. Todd Smith (Yam).
80 STK INT: 1. Phil Lawrence (Yam); 2. Guy Derkert (Kaw); 3. Jason Colier (Kaw).
80 MOD INT: 1. Jeff Fine (Kaw); 2. Matt Foster (Yam).
80 MOD EX: 1. Bubba Erickson (Kaw).
125 BEG: 1. Matt Wicketh (Suz); 2. Richard Taylor (Hon); 3. Paul Hazard (Kaw).
125 INT: 1. Kevin Neal (Kaw); 2. Gary Lacy (Kaw); 3. Jeff Capt (Cag).
125 NOV 1: 1. Gary Carivau (Kaw); 2. Roger Hauptman (Kaw); 3. Eric Browne (Kaw).
125 NOV 2: 1. Larry Lacy (Kaw); 2. Howard Tresville (Suz); 3. Stan Hase (Kaw).
125 EX: 1. Todd Campbell (KTM); 2. Chris Heinrich (Kaw).
250 BEG: 1. Drew Castro (Hon); 2. Michael Roloff (Hon); 3. Andy Kyler (Hon).
250 NOV: 1. Doug Allen (Yam); 2. John Gersjes (Kaw); 3. David Rotts (Hon).
250 INT: 1. Kenny Maddux (Yam); 2. Danny Barnett (Yam); 3. Scott Murphy (Kaw).
250 EX: 1. Matt Tedder (Hon); 2. Ken Zahrt (Hon); 3. Marc Johnson (Suz).
VET JR: 1. Russell Davis (Yam); 2. Dennis Ray (Hon).
VET INT: 1. R.D. Cushman (Yam); 2. Bill Dennis (Hon); 3. Robert Johnson (Hon).
VET EX: 1. Mark Heller (Hon); 2. Jim Berry (Yam).
WOMEN: 1. Mindy Smith (Hon); 2. Denice Thomas (Yam); 3. Tina Zahrt (Hon).
OPEN NOV: 1. Don Abdella (M-S); 2. Dave Simon (Hus); 3. Burry Loyan (Hon).
OPEN INT: 1. Jon Hall (Kaw); 2. Robert Temple (Yam); 3. Brent Potter (Hon).
OPEN EX: 1. Keith Williamson (Yam); 2. Greg Lattimer (Kaw); 3. Ruben Falcon (Yam).

Arnold aces Amateurs at Firebird

By Mike Ross

CHANDLER, AZ, SEPT. 27

Bobby Arnold, aboard his Kawasaki of Phoenix-sponsored KX125, took overall honors in the hotly contested 125cc Amateur class tonight at Firebird Motocross Park with a 4-1 finish. Moto one saw Arnold grab the holeshot and lead the first lap as five riders went down behind him; Jerry Stewart, Jeff Smith and Mike McMullen followed close behind. On lap two Stewart applied some heavy pressure to Arnold and got by as Chris Rogers crashed while in fourth position. Arnold gassed it up to repass Stewart, but went down and fell back to third. McMullen took advantage

PHOTO BY MIKE ROSS

Chris Rogers finished second behind Jimmy Gaddis in the 125cc Amateur Modified class at Firebird Motocross Park.

of Arnold and passed him to take third. Stewart took the checkered flag with Smith and McMullen rounding out the top three.

The second moto holeshot belonged to David McDermott, but he crashed, handing the lead to Arnold once again. Stewart was right there in second and passed Arnold briefly but also fell. Meanwhile, McDermott was back on the gas and holding down third for a lap until his Kawasaki washed out. Arnold had his hands full but hung on for a well-deserved win.

The Mini Beginners went to war as Honda-mounted Jim Cartwright holeshot moto one before going down on lap two. Chris Wickersham inherited the lead with Aaron Hernandez and Jim Green in pursuit. Hernandez finally got around Wickersham at the flag to take the win with Green in third.

Moto two saw Green, on his Geoff Bodine Racing-backed YZ, take the lead after Cartwright slid out. Green hung on for the win and the overall victory.

Honda rider Rick Meyers stormed the Veteran class with a perfect 1-1 finish. Meyers had his hands full all night in the form of Monty Whitaker's Honda. Meyers got the lead early in moto one, while Whitaker crashed at the start. Whitaker charged up on the leaders, and on lap five was in third behind Rick Taber. Taber tried to hold on but Whitaker was riding an inspired race and took second on the last lap. Taber got third with Chadwick and Lynch rounding out the top five.

Moto two saw Whitaker jam into the lead and stay there for three laps until he nearly looped his Honda and allowed Meyers to pass. Meyers rode beautifully to take the win with a four-second advantage over Whitaker, with Taber rounding out the top three.

Results

PEE WEE: 1. Kevin Kinman; 2. Kimmy Mokey.
80 BEG: 1. Jim Green; 2. Aaron Hernandez; 3. Alex McElyea.
MINI NOV: 1. Kevin Carpenter; 2. Allen Poe; 3. Tim Stuart (Kaw).
MINI AM STK: 1. Tim Reaces (Kaw); 2. Matt Tipton (Hon); 3. Kevin Kinman.
MINI AM MOD: 1. Kevin Kinman; 2. Matt Tipton.
125 BEG: 1. Dave Piontek; 2. Shawn Melton; 3. Andy Brown.
125 NOV STK: 1. Brent White (Kaw); 2. Charlie Lakin (Kaw); 3. Paul Reed (Hon).
125 AM MOD: 1. Jimmy Gaddis (Suz); 2. Chris Rogers (Kaw); 3. Paul Bowman.
125 AM STK: 1. Bobby Arnold (Kaw); 2. Jeff Smith (Kaw); 3. David McDermott (Kaw).
125 NOV MOD: 1. Brent White (Kaw); 2. Paul Reed; 3. Deano Cowan.
250 NOV: 1. Ed Heacox (Hon); 2. Jeff Martin (Kaw); 3. Peter Aman (Hon).
250 AM: 1. Tim Lickliter (Hon); 2. Dennis Addis; 3. Jeff Conradson.
OPEN NOV: 1. John Schroeder (Hon); 2. Brian Goodby (Hon); 3. Mike Schnen (Hon).
VET: 1. Rick Meyers (Hon); 2. Monty Whitaker (Hon); 3. Rick Taber (Hon).
OPEN AM: 1. Jeff Conradson (Kaw); 2. Rick Nagle (Hon); 3. Glenn Dawson.

Hernandez hammers P.A.L.

By Mike Vancil

SANTA CLARA, CA, SEPT. 20

Mike Hernandez powered his Yamaha YZ250 to two moto victories to win the Vet Master class tonight at the motocross hosted by California Motosports on the Police Activity League track.

Several classes were run at the same time, due to an abbreviated turnout, but it wasn't long before the "Mighty Mite" Hernandez, sponsored by Country Yamaha in Livermore, and Rick Souza, on Tony Richards' Kawasaki KX500, pulled away from all the others. Souza's lack of familiarity with the big bore KX didn't stop him from challenging Hernandez throughout the moto. Another hard charger in this moto was Old Timer Sportsman Cliff Glidden (Sierra Distributing/Cycle Gear/Terry Cable/Nippondenso Spark Plugs), who is primarily an enduro rider and serves on the Board of Directors for District 36 AMA California Enduro Riders Assoctiaion. Glidden worked up through the ranks and was only a dozen lengths back from Vet Master Souza at the checkers.

The 125cc Intermediates had a bumble bee amid their ranks in the form of 80cc Expert Todd Hicks (PJ1 Oil/Scott USA/Team US/Dirt Rider Detergent/Fox Racing USA/Serrano Designs). Through class-wide permission, Hicks, who had no similar competitors to run against, got into the 125cc Intermediate ranks. In the first moto, there just wasn't enough umph in the engine to get by Paul Midson's powerful Honda CR, but Hicks came close. In the second moto, Hicks got a better drive off the line into the first corner and it was a whole new story. The field may have had more power, but there wasn't a man in the class that could find a way by. Hicks' 1-2 finish topped Midson's 2-1. Midson and the other two riders in the class were good sports and didn't complain about being outridden by an 80cc Expert.

Results

PEE WEE 50: 1. Christy Masterson (Suz).
PEE WEE 60: 1. Elton Steyding (Yam).
MINI NOV 9-11: 1. Brent Ugie (Kaw).
MINI JR 9-11: 1. Kenny Spence (Yam).
MINI NOV 12-16: 1. Paul LaFargul (Kaw); 2. Ricky Solano (Hon); 3. Eric McBrayer (Yam).
MINI JR 12-16: 1. Stan Finney (Kaw).
MINI INT 12-16: 1. Jason Warren (Kaw).
MINI EX 12-16: 1. Todd Hicks (Yam).
125 NOV: 1. Cliff Hunter (Hon); 2. Chet DuBois (Yam); 3. Lee Neal (Kaw).
125 JR: 1. Jim Ricci Jr. (Suz); 2. Matt Ramey (Kaw).
125 INT: 1. Todd Hicks (Yam).
250 NOV: 1. Dan Ford (Mai); 2. Marc Seward (Hon); 3. Matthew Longo (Yam).
250 JR: 1. George Heare (Hon); 2. Jerry Castillo (Hon).
250 INT: 1. Mike Toschi (Yam).
OPEN NOV: 1. Errol Wilkinson (Hon); 2. Scott Bowman (Hon); 3. Robert Davis (Yam).
OPEN INT: 1. Skip Brossard (Yam).
VET SPTSMN: 1. Gary Milewski (Hon); 2. Dan Nelson (Suz).
VET INT: 1. Harry Bellicitti (Yam).
VET MSTR: 1. Mike Hernandez (Yam).
OT SPTSMN: 1. Cliff Glidden (Yam).

Dixson does it again at High-Point Challenge

By Monsoon

OLYMPIA, WA, SEPT. 14

Wayne Dixson took the overall win and series point lead in the 250cc B class at the third round of the Hi-Point/Scott USA/Answer Products High-Point Challenge Series at Thurston County ORV Park.

Dixson (Cycle's Continental/Cycle Serve/Enumclaw Kawasaki) looked to be a runaway winner in the first moto, but a mudhole on the back side of a jump put Dixson on the ground. Bill Kieffer, aboard a Gwen-sponsored Honda, took advantage of Dixson's misfortune and took the lead, while Tracy Bethel (Lacey Paulson Kawasaki) took over second. Dixson remounted in third and battled furiously to get by Bethel. On the final lap, Dixson moved into second, but Kieffer had pulled away and took his first win of the series. Dixson was second over Bethel.

In moto two, Dixson pulled the holeshot and set his own pace while his only challenge came from Open B riders that started 30 seconds before him. Bethel and Kieffer were engaged in a dogfight for second, trading places at least four times in six laps. On the final lap, Kieffer caught Bethel looking over his shoulder through some esses to take second behind Dixson. Kieffer was second overall and Bethel took third.

Larry Kuebler Jr. (Hinshaws/Sea-Tac MX Supplies) won both motos to take overall honors in the 125cc A class over Scott Steffy (Lynwood Cycle Barn/Marushin/Sinisalo/ND). Steffy — who was coming off a two-month recovery from a broken wrist and riding with a cast — took command at the start of the first moto. Kuebler would have no part of Steffy's roost and began to charge, pressuring Steffy for most of the race. Steffy stalled in the esses 100 feet before the finish, allowing Kuebler to sneak by and take the win.

The start of moto two saw Kuebler, Steffy and Highland Honda's Derek Hughes side-by-side in turn one. Steffy and Kuebler squeezed Hughes out of their path approaching the triple jump, then rode handlebar-to-handlebar for the next few corners. Kuebler took the lead on a stairstep uphill ledge, while Hughes crashed. Kuebler went on to win the moto over Steffy, and Hughes claimed third despite another crash.

Theisen brothers bombard Ascot

By Chris Boice

GARDENA, CA, SEPT. 20

Tonight was the Theisen brothers show at the Continental Motosports Club's (CMC) night motocross at Ascot Park. The two brothers, Jeff and John, dominated the top position in both motos of the 250cc Beginner division two class. John Theisen (Yam) led moto one for one lap until Jeff Theisen (Yam) bumped by him for the lead and the win. John Theisen followed his brother across the line, and third place was passed from David Delgado (Suz) to Frank Shiroma (Yam).

John Theisen got the holeshot in the second moto, but Jeff Theisen flew by him on the crashwall doubles on the first go-'round. On the last lap, Yamaha rider Ron Bucciere made a spectacular drive past John Theisen over the tables and started after Jeff Theisen. In the half-lap remaining, Bucciere got to within striking distance, and as he was going for the kill on the big sweeper he temporarily lost traction and his bid for first. Jeff Theisen's 1-1 gave him first overall. John Theisen was second with his 2-3, and Bucciere was third with a 6-2.

The first moto of 250cc Beginner division one was red-flagged because of a cartwheeling bike and rider. After taking a few minutes to gather his wits about him, the rider was back on his machine and on the line for the restart. Tracy Frizelle (Suz) took the jump off the line on both starts and rode out in front with no serious challengers. By the last lap, Curtis Olsen (Hon) had closed in on Firzelle, but wasn't able to make the pass and finished second. David King (Hon) was third, while behind him a fierce war was being waged for fourth among Roy Welch (Hon), Andrew Van Staereling (Kaw), who was the rider who had crashed hard in the first start, and Keith Rosenburg (Yam). Welch won the battle and crossed the line in fourth.

With some time to recuperate from his crash, Van Staereling came back to take the holeshot and win the second moto hands down. Olsen and Frizelle fought for second with Olsen coming out on top and Frizelle finishing third. Olsen was first overall with a 2-2, Frizelle second with a 1-3, and Van Staereling bounced back to a third overall with his 5-1.

Chris Overland (Kaw) took control of the first 125cc Beginner division one moto from the drop of the gate to the finish line. Pete Schoenfeld (Kaw) ran second and Hector Perez (Hon) was third. The three front runners were bunched up together with some good dicing and action. Perez tried to pass Schoenfeld in mid-air over the table jumps on both laps three and four, but was out-powered by Schoenfeld on both attempts. On the last lap, Perez ran into a little trouble on the rockers which resulted in his going for a ride off the crashwall. He was far enough ahead of fourth place that he didn't relinquish his position and followed Overland and Schoenfeld over the finish line.

Perez came back in the second moto, took the jump off the line, and managed to stay out in front despite pressure from Overland. On the white-flag lap, Overland got close enough to almost pull off a pass in

the esses before the TT jump and again on the big left sweeper before the finish line, but Perez kept the throttle on and took the win by half a wheel. Overland won the overall victory, with Perez in second and Schoenfeld in third.

Honda rider Todd Peterson returned to Ascot, after an absence of several weeks, to reclaim his title as one of the most victorious motocross riders at Ascot. Peterson rode both the 250 and 500cc Pro classes and posted wins in all four motos.

Results

80 BEG DIV 1: 1. Kurt Root (Kaw); 2. Anthony Payne (Kaw); 3. Sean Turner (Kaw).
80 BEG DIV 2: 1. Jeff Griffin (Hon); 2. Martin Diaz (Kaw); 3. Daryl Kageyama (Hon).
80 JR: 1. Eddie Gaumond (Yam); 2. Lyle Thompson (Yam); 3. Sheryl Fedorow (Yam).
125 BEG DIV 1: 1. Chris Overland (Kaw); 2. Hector Perez (Hon); 3. Pete Schoenfeld (Kaw).
125 BEG DIV 2: 1. Mike Clement (Kaw); 2. Donny Forester (Hon); 3. Sam Rodriques (Hon).
125 JR DIV 1: 1. Matteo Cosentino (Cag); 2. Roger Michaels (Kaw); 3. Bill Auberlen (Kaw).
125 JR DIV 2: 1. Brian Slumskie (Hon); 2. Billy McLaughlin (Suz); 3. William Welchhance (Kaw).
125 INT: 1. Forrest Hayashi (Kaw); 2. Brett Manley (Hon); 3. Charlie Brown (Kaw).
125 PRO: 1. Mike Kiedrowski (Kaw).
250 BEG DIV 1: 1. Curtis Olsen (Hon); 2. Tracy Frizelle (Suz); 3. Andrew Van Staereling (Kaw).
250 BEG DIV 2: 1. Jeff Theisen (Yam); 2. John Theisen (Yam); 3. Ron Bucciere (Yam).
250 JR: 1. Dave Nealon (Hon); 2. Rex Smith (Hon); 3. Kenny Allen (Suz).
250 INT: 1. Larry Nannenga (Yam); 2. Tom Watanabe (Yam); 3. Chris Boice (Hon).
250 PRO: 1. Todd Peterson (Hon); 2. Rob Trone (Hon); 3. Craig Westergaard (Yam).
500 BEG: 2. Les Kaneshiro (Hon); 2. Gary Schrechengost (Hon); 3. Todd Barsby (Hon).
500 JR: 1. Brad Sloan (Yam); 2. Jack Evans (Suz).
500 INT: 1. Larry Gross (Yam); 2. Greg Bender (Hon).
500 PRO: 1. Todd Peterson (Hon); 2. Mike McMillen (Hon); 3. Dan Berg (Hon).
VET JR: 1. Sheryl Federow (Hon); 2. Robert Fortier (Kaw); 3. Don Wilborn (Yam).
VET INT: 1. Mike Boal (Cag).
VET MSTR: 1. Ross Maeda (Suz); 2. Robert Johnson (Hon); 3. David Nakamura (Suz).
OT JR: 1. James Sheppard (Mai).

Netto nails two at P.A.L.

By Brenda Trimble

SANTA CLARA, CA, SEPT. 20

Ken Netto rode to victory tonight on his Can-Am in the 250 and 500cc Expert flat track races at the Police Activity League facility. David Woodard relegated Netto to second spot in the 500cc heat, but in the main, Netto shut Woodward down and ran off with the win. In the 250cc heat, it was Netto 10 yards in front all the way. Woodward beat Netto off the line in the main, but Netto was back in the lead by the second lap to take the flag.

Randy Gonzales smoked the 500cc Novice division one event. In the heat Gonzales shot off the line, followed by Tony Morgan, and they led the pack. Starting in sixth place, Jim Tucker holeshot his way through the crowd to finish third. In the main, it was Gonzales all the way, then Tucker and Morgan, who had to pick his way from the back starting line to take third.

In the 500cc Novice division two heat, Gary Cordeiro screamed into the lead, chased by Jon Anderson. In the main, William Rogers hit the gas to take the lead, but Cordeiro had his eyes on first. Cordeiro passed Rogers to take the lead and win with Anderson in third.

In the 500cc Junior race, Dean Vincelet led with Mark Butler running in second. In the main, Vincelet's bike died on the first lap and he DNF. Butler charged into the lead, shadowed by Joe Carrera. Stan Morris overtook Carrera to take second, then they seesawed in and out of second until the final lap. Entering a curve side-by-side, Morris leaned heavy in the turn, touched wheels with Carrera and knocked his wheels out from under him. Morris took second while Carrera DNF.

The 250cc Novice heat saw Joe Leonard rip into the lead and to the flag with Scott Chappell and Robert Sousa close behind. In the main, Sousa took the green, followed by Chappell, Joe Kamm and then Leonard. At midrace, Chappell smoked by to take the lead from Sousa. Leonard holeshot into third.

Gilbert Garza won the 125cc Novice heat race, but handed the overall win to Bradley Raymond.

Results

PEE WEE: 1. Curtis Peebles (Yam); 2. Danny Murphy (Hon).
MINI 60: 1. Jake Zemke Jr. (Kaw); 2. William Luker (Kaw).
125 NOV: 1. Bradley Raymond (Hon).
250 NOV: 1. Scott Chappell (Hon); 2. Robert Sousa (Yam); 3. Joseph Leonard (Hon).
250 JR: 1. Dean Vincelet (Yam); 2. Marty Aglibot (Suz).
500 NOV DIV 1: 1. Randy Gonzales (Yam); 2. Jim Tucker (Yam); 3. Tony J. Morgan (Yam)
500 NOV DIV 2: 1. Gary Cordeiro (Hon); 2. William Rogers (Suz); 3. Jon Anderson (Yam).
500 JR: 1. Mark Butler (Yam); 2. Stan Morris (Yam).
500 EX: 1. Ken Netto (C-A).

Beier on fire at SMX Perris

By Terry Whytal

PERRIS, CA, SEPT. 21

Yamaha rider Mike Beier returned to action today after a lengthy lay-off for knee surgery and proved that he had lost little of his blazing speed. Beier motored to a convincing 250cc Pro class win despite stiff competition and a poor first-moto start.

Suzuki rider Tony Spear held off the charging Beier for much of round one after overcoming a challenge from Yamaha pilot Chris Taylor in the early going. After Beier moved to the front, he opened a commanding lead on the field. Spear placed second ahead of Taylor and Honda rider Bill Scott.

Spear and Beier again battled for the lead in moto two, but Beier's National experience carried him to a big lead as the moto reached the halfway point. Spear cruised to an easy runner-up finish, far ahead of the third-place battle between Taylor and Scott. Taylor held on to finish third for the moto and third overall

Tom Gilji rode his Yamaha to the 250cc Intermediate win, overcoming the challenge of second-place finisher Willie Amaradio. Yamaha Public Relations director Amaradio used his Ricky Johnson Replica YZ to holeshot the second moto but was unable to hold off Gilji and had to settle for second overall ahead of Honda-mounted Peter Dill.

Tom Webb powered his KTM to the Vet Expert class victory, sweeping both motos. Suzuki rider Dennis Cox earned second-place overall as Husky rider Randy Minter and Yamaha pilot Jim Beltinck both experienced mechanical problems in one moto. Third place went to Dill, who barely had any time to rest between the Intermediate and Vet races.

Kawasaki rider Ronnie Martin posted a 2-1 score to take the overall victory in 80cc Novice action. Martin placed second to Robert Naber (Kaw) in the first moto, but Naber dropped to fourth on the next round and ended his day second overall. Yamaha rider Todd Smith rounded out the top three.

Results

250 PRO: 1. Mike Beier (Yam); 2. Tony Spear (Suz); 3. Chris Taylor (Yam).
OPEN INT: 1. Brian Allen (Kaw); 2. Jason Coolbaugh (Cag); 3. John Perry (Hon).
250 INT: 1. Tom Gilji (Yam); 2. Willie Amardio (Yam); 3. Peter Dill (Hon).
125 INT: 1. Ron Lawson (Hon); 2. Pete Vetrano (Kaw); 3. Scott Wallenberg (Hon).
VET EX: 1. Tom Webb (KTM); 2. Dennis Cox (Suz); 3. Peter Dill (Hon).
VET INT: 1. Ned Jay (Hon); 2. Greg Preston (Hon); 3. Jim Martens (Hus).
VET NOV: 1. Tom Conrad (Yam); 2. Lee Amaradio (Yam); 3. Dale Fangler (Suz).

PHOTO BY TERRY WHYTAL

Mike Beier returned to action after a lengthly lay-off due to knee surgery and sped to the 250cc Pro win at Perris Raceway.

OPEN NOV: 1. Todd Peterszen (Hon); 2. Tad McAnally (Hon); 3. Jose Hernandez (Hon).
250 NOV: 1. Anthony Sandoval (Yam); 2. Wolfgang Krogman (Hon); 3. Bob Clark (Yam).
125 NOV: 1. Robert McCay (Kaw); 2. Tony Seckman (Hon); 3. Derek Parson (Kaw).
OPEN BEG: 1. Ron Flores (Hon); 2. Robert Nanover (Hon); 3. John Ritchie (Hon).
250 BEG: 1. Mike Michetti (Hon); 2. Steve Smith (KTM); 3. James Peralta (KTM).
125 BEG: 1. Kevin Smith (Kaw); 2. Marcelina Frias (Yam); 3. Greg Coy (Yam).
80 INT: 1. Scott Freymuller (Kaw); 2. Rusty Somers (Kaw)
80 NOV: 1. Ronnie Martin (Kaw); 2. Robert Naber (Kaw); 3. Todd Smith (Yam).
80 BEG: 1. Mike Metzger (Kaw); 2. Ray McIntosh (Kaw); 3. Jason Martin (Yam).

Molder tops Sturgis MX

By Brian George

STURGIS, SD, SEPT. 22

Dave Molder fought off freezing temperatures and hot competition to win the 250cc Pro class at the Borderline Racing Association's Sturgis MX.

Yamaha Shop-sponsored Molder and Rice Cycles/Budweiser-sponsored Billy Stork battled in both motos for the top honors, with Molder coming away with the biggest paycheck of the event and Stork taking home a helmet full of dirt for his crashing efforts. In the 125cc division, Mark Mueller dominated the field, dicing among the 250cc riders most of the afternoon. Lynn Hyde picked up the overall victory in the Open class by trailing Stork and Molder across the line.

Out of the gate for the first moto, Molder, Hyde and Mueller took over the front positions, while Stork and Brian George tangled in the first corner. Rob James picked up the fourth spot, but then Stork remounted and charged back through the pack, James went down trying to fend off the Honda pilot. That allowed Stork, 125cc rider Henry Jordon, Keenan Greseth and George to get by, while James tailed the remainder of the moto. Out front Molder was riding away with the moto and Hyde next fought to hold back Stork. Hyde's efforts were to no avail, as Stork shot into second and set after Molder. Stork's charge for first came up just a few laps short though, as the checkered flag came out with Molder the easy winner over Stork. Hyde rolled in next with first Open ahead of Mueller, first 125, and Jordon, also aboard a 125. George took third 250 after nipping Greseth in the final lap.

Round two saw Molder again take the holeshot, with Stork, Hyde, George and Greseth on his rear end. Hyde went down in the third corner, taking George off the track and back to fourth behind Greseth. Greseth fought for the first four laps to hold off the charges from behind, first from the remounted Hyde and then from George and Mueller, until the chain on his Husqvarna derailed and ended his day. Mueller then slipped past George after he went through a soft berm, setting the order at the halfway mark as Molder, Stork, Hyde, Mueller and George. Out front fireworks began as Stork fought to get by Molder and finally did so. Molder kept the pressure on Stork, though, and the leader rode hard to keep the Yamaha behind. Stork finally succumbed to the charges of Molder and went down, losing his lead but not second place. From there Molder put distance between himself and Stork until the checkers flew. Molder was the second moto and overall winner ahead of Stork, Hyde and Mueller, the latter two with their respective class overall victories. George picked up third 250 and the same overall slot.

In the Mini divisions, Scott Jensen and Brett Ericsson traded moto wins in the A class, with Ericsson's second moto victory giving him the top spot in the end. For the B class, Brett Tyree dominated both motos, beating John Nelson each round for the overall win. Bradley George and Craig Goodell swapped turns at winning a C class moto, but a first turn crash in the second moto put George well behind, and all he could do was recapture second place by the end and Goodell came across with the moto and overall victory.

Results

OPEN A: 1. Lynn Hyde (Hon).
125 A: 1. Mark Mueller (Hon); 2. Henry Jordon (Hon).
250 A: 1. Dave Molder (Yam); 2. Billy Stork (Hon); 3. Brian George (Hon).
125 B: 1. Todd Schoenberner (Hon); 2. Jay Murphy (Yam); 3. Dean Schoenberner (Hon).
250 B: 1. Lee Swindler (Yam); 2. Rich Lundstrom (Yam); 3. Mark Naugle (Kaw).
125 C: 1. Scott Mann (Yam); 2. Ernie Canode (Yam); 3. Richard Runge (Yam).
MINI A: 1. Brett Ericsson (Yam); 2. Scott Jensen (Kaw); 3. James Fuller (Kaw).

PHOTO BY ROBERT STEELE

Clay Hoenshell won two motos for the overall victory in the money class at the Enid motocross.

MINI B: 1. Brett Tyree (Yam); 2. John Nelson (Kaw); 3. Chad Roberts (Kaw).
MINI C: 1. Craig Goodell (Kaw); 2. Bradley George (Kaw); 3. Chuck McBeain (Hon).
VETS: 1. Fain LeBeau (Hon).
OLD IRON: 1. Greg Philbrick (Yam).
ENDURO: 1. Jeff Davis (Hon).

Hoenshell aces Enid motocross

By Dane Hillery

ENID, OK, SEPT 22

Clay Hoenshell won both motos to take the overall victory in the money race today at Enid. Hoenshell came back from a crash to win the first moto, then battled to first in the second round.

Mike Hammer got the holeshot at the start of the first moto with Hoenshell hot on his tail. Mike Ables passed Hoenshell for second, but crashed over the table-top jump. Hoenshell ran into Ables' bike and crashed too, but he was able to recover and come back in second. On the fourth lap, Hoenshell overtook Hammer for the lead, then raced to the checkered flag to take the win.

In moto two, Hammer and Hoenshell battled for the lead for three laps until Hammer's bike broke. Hoenshell was given the lead and went on to take the win and overall ahead of Ables.

Tim Simpson got the holeshot and pulled away from the Beginner class, but a flat tire put him out of contention on the third lap. Mike Dye took over the lead and went on to win the first moto over Tom Granger and Tim Broomfield.

Dye was first off the gate in the second moto, with Broomfield and Granger battling for second. It soon became a three-way battle for first, and at the finish Broomfield had moved to the front to take the win. Dye held on to finish second and take the overall victory, while Granger took third.

Jim Vaughn dominated the Open class, winning both motos by a good margin.

In the 250cc Intermediate class Mike Smith took the overall win with a pair of firsts. Dane Hillery was second overall with a 3-2 score, and Jim Savage posted a 2-3 tally to take third.

Results

TINY MINI: 1. Steve Coherd (Hon); 2. Trisha Hess (Hon).
MINI MINI: 1. Robbie Reynard (Kaw).
MINI BEG: 1. Brent Brown (Kaw).
MINI SR: 1. R.C. Bennett (Kaw).
BEG: 1. Mike Dye (Hon); 2. Tim Broomfield (Suz); 3. Tom Granger (Hon).
125 NOV: 1. Jack DeLay (Hon); 2. Ross Stambaugh (Hon); 3. Daniel King (Kaw).
125 INT: 1. Brett Shumate (Hon); 2. Kent Goff (Hon).
250 NOV: 1. Jeff Kling (Suz); 2. Perry Barker (Hon); 3. Jim Drews (Yam).
250 INT: 1. Mike Smith (Suz); 2. Dane Hillery (Hon); 3. Jim Savage (Kaw).
OPEN: 1. Jim Vaughn (Kaw); 2. Rod Reim (Hon); 3. Ray Hess (Hon).
MONEY: 1. Clay Hoenshell (Suz); 2. Mike Ables (Suz).

Schlag, Hughes big Baylands winners

By Mike Vancil

FREMONT, CA, SEPT. 18

A come-from-behind victory in the only Pro event earned Joe Schlag (Hon) fan admiration and top money tonight at Baylands Raceway Park. Schlag piloted an Open class bike to victory on the tight and difficult course that is suited more to 125s and 250s.

In the first moto, Schlag was third into the first corner behind Darren Gallagher (Suz) and Tony Richards (Kaw), who is sponsored by Motors West and Maxey Enterprises. By midmoto, Schlag worked by Richards, but had too much ground and too little time to catch Expert Gallagher. Gallagher rode his RM in his debut professional ride as if he had ridden the Pro class for a couple of seasons. Gallagher made no mistakes, was unhurried in his attack on the course, and never once looked back. In moto two Richards got back on track and stuck to Schlag to finish second. Gallagher's luck changed and he tumbled out of contention. Gallagher was still able to pick up first-place moto-one money and second-place overall.

A double class victory by Duane Hughes (Hon) again showed his complete mastery of the Baylands course. His problems have been and continue to be the high caliber of competition that frequent Baylands in the Open Intermediate and Veteran Master classes. In the first moto of the Vet Master class, number-two-ranked rider Larry Baker (Hon) got off in the first corner and landed hard enough to break a wrist and end his season early. Unfortunately, in addition to suffering the injury, Baker will not be able to successfully defend his Vet Master plate and will miss the Bayland's season championship by just a few points. On the restart, it was Caton, Mike Lane and Hughes battling for the lead. By midmoto, the order was set for the finish as Lane got by Caton, and Hughes stayed in third. In the second-moto battle, Hughes got into the corner ahead of everyone and demonstrated that he can be impossible to catch, too. Try though they did, neither Lane nor Caton could get close enough to Hughes to worry him. Lane finished tired but in second place for a second overall. Caton and Rick Souza (Hon) finished behind Lane.

The Open Intermediate class was primarily a shoot-out between Caton and Hughes again. Hughes was the winner in the first moto, and then followed it up in moto two with a second for first overall. Winner in the second moto was an inspired John Corege, who turned in his best ride of the 1985 season. No one could have caught Corege the way he slammed around the Baylands course.

Results

PEE WEE: 1. Bryan Noe (Hon).
MINI NOV 9-11: 1. Jeff Gladieux (Hon).
MINI NOV 12-16: 1. Jon Morgan (Kaw).
MINI JR 9-11: 1. Chris McCallie (Yam).
MINI JR 12-16: 1. Matt Furman (Kaw).
MINI INT 12-16: 1. Dale Rayzor (Hon).
MINI EX 12-16: 1. Chris Neal (Yam).
125 NOV: 1. Eric Johnson (Yam); 2. Andy Urrutia (Hon); 3. Mike Wheeler (Hon).
125 JR: 1. Mark Laube (Hon); 2. George Kosovilka (Hon); 3. Jason Rawlinson (Hon).
125 INT: 1. Ryen Wann (Kaw); 2. Ricky White (Kaw).
250 NOV: 1. Don Tofft (Kaw); 2. Ted Pippin (Hon); 3. Paul Balcita (Hon).
250 JR: 1. George Heare (Hon); 2. Jim Ahrens (Yam).
250 INT: 1. Tony Peixoto (Hon).
250 PRO: 1. Joe Schlag (Hon); 2. Darren Gallagher (Yam).
OPEN NOV: 1. John Whalen (Hon); 2. Anthony Munoz (Yam).
OPEN JR: 1. Ray Harold (Hon); 2. Larry Fisher (Suz).
OPEN INT: 1. Duane Hughes (Hon); 2. John Corege (Hon).
VET SPTSMN: 1. Philip Rice (Yam); 2. Bill Scarlett (Hon).
VET INT: 1. Ken Johnson (Suz).
VET MSTR: 1. Duane Hughes (Hon); 2. Mike Lane (Hon).
OT SPTSMN: 1. Bob Kosovilka (Kaw).
OT MSTR: 1. Bob Rivenbark (Hon).

Carr, McDowell share Lodi limelight

By W.H. Spencer

LODI, CA, SEPT. 13

Rookie Expert Chris Carr and Novice Bobby McDowell shared separate main event wins at the Pro short track conducted at the Lodi Cycle Bowl on Friday the 13th, with only 26 riders showing up for the event.

An excellent race track set the stage for some fine racing with Chad Felicio topping time trials on his RBR Services/Alma Transport/Shoei/Hi-Point Harley-Davidson. Novice heats saw PJ Sanchez top the first round over Randy Fisher and Tom Carriger. Bobby McDowell, on the Bruce's Body Shop/Hi-Point Honda, won the second head over John Looney and Dante D'Ambruoso. The progressive program called for semis to make mains, but with only enough riders for one ride, it was Carriger's Salinas Valley Plumbing/Alma Transport Wood-Rotax, speeding to the lead, with Sanchez and McDowell doing the chasing.

In the two Junior/Expert heats Felicio had trouble with Aaron Hill, who was now riding one of the Mike Macedo Harleys. Hill rolled to the win over Felicio, while Adam Sabedra slipped his Honda backwards. Tony Holdsclaw took third over Frankie Garcia's Mike O'Brien-tuned Honda with Washington's Randy Roose in for fifth in front of Sabedra. Bryan McDowell showed his top line stuff in the other heats, winning over Carr in a real test for the Junior-ranked kid. The speedway gate starts were all good, and McDowell hooked up to take the lead, keeping Carr at bay for the distance. Carr tried every line but had to settle for second with Rich Arnaiz making his first comeback in some time for third over Terry Graham and Mark Key.

The first Junior/Expert semi continued to limelight McDowell who held off Aaron Hill and Arnaiz. The second semi was the confrontation of rookie Camel Pro tour riders Felicio and Carr. The dice set up early with Sabedra getting passed by Felicio, who then set sail for the win over Carr.

Trophy Dash action saw Randy Fisher get an exceptional start and a big win over Sanchez, while Bryan McDowell set back Hill, Felicio and Carr in the Junior/Expert portion. Alma Transport, amongst many, added bonus money to this portion that paid more than the regular purse.

Carriger had the pole alongside Sanchez in the Novice main, but out of the middle came McDowell, who led the scene to the checkers. Dante D'Ambruoso got the heavy challenge from Carriger for the last few laps, but Carriger couldn't pass. Sanchez came in for fourth over Looney and Bill Hermant.

Mark Key and Carr had the outside line up for the Junior/Expert main with McDowell off the pole. Felicio barely made the start when he got caught changing gears, then his engine died down the backstraight of the first lap. Carr and McDowell traded the lead for a bit, but Carr (Wood-Rotax/Shoei/Hi-Point) would shortly leave the scene and wind up lapping deep into the pack by the end of the race. A big dispute came up between Key and McDowell for second and at the checkered it was McDowell. Aaron Hill brought the Mike Macedo Knight/Harley-Davidson in for fourth over Sabedra, with Terry Graham sixth over Danny McDonnell and Tony Holdsclaw.

Results

FAST QUALIFIER: 1. Chad Felicio (17:46); 2. Chris Carr (17:53); 3. Aaron Hill (17:55); 4. Bryan McDowell (17:55); 5. Adam Sabedra (17:61).
NOV HEAT 1: 1. PJ Sanchez (W-R); 2. Randy Fisher (W-R); 3. Tom Carriger (W-R).
NOV HEAT 2: 1. Bobby McDowell (Hon); 2. John Looney (Hon); 3. Dante D'Ambruoso (Yam).
JR/EX HEAT 1: 1. Aaron Hill (H-D); 2. Chad Felicio (H-D); 3. Tony Holdsclaw (Rtx).
JR/EX HEAT 2: 1. Bryan McDowell (W-R); 2. Chris Carr (W-R); 3. Rich Arnaiz (H-D).
NOV SEMI: 1. Tom Carriger (W-R); 2. PJ Sanchez (W-R); 3. Bobby McDowell (Hon).
JR/EX SEMI 1: 1. Bryan McDowell (W-R); 2. Aaron Hill (H-D); 3. Mark Key (H-D).
JR/EX SEMI 2: 1. Chad Felicio (H-D); 2. Chris Carr (W-R); 3. Adam Sabedra (Hon).
NOV TROPHY DASH: 1. Randy Fisher (W-R); 2. PJ Sanchez (W-R); 3. Bobby McDowell (Hon); 4. John Looney (Hon).
JR/EX TROPHY DASH: 1. Bryan McDowell (W-R); 2. Aaron Hill (H-D); 3. Chad Felico (H-D); 4. Chris Carr (W-R).
NOV MAIN: 1. Bobby McDowell (Hon); 2. Dante D'Ambruoso (Yam); 3. Tom Carriger (W-R); 4. PJ Sanchez (W-R); 5. John Looney (Hon).
JR-EX MAIN: 1. Chris Carr (W-R); 2. Bryan McDowell (W-R); 3. Mark Key (H-D); 4. Aaron Hill (H-D); 5. Adam Sabedra (Hon).

Minis move at Outlaw GP

By Terry Rezek

PERRIS, CA, SEPT. 15

Scott Bristol, Robby Hock and Scott Gray each took Mini class wins at the California Racing Club's (CRC) Outlaw Grand Prix at Perris Raceway.

Bristol, a Novice, got the best start but Intermediate Darin Green was right there to give him a battle. The two rapidly pulled away from the rest of the pack, while William Garcia led a horde of Beginners off the second-row start, and Scott Gray left the other 60cc bikes standing at the third row start. By the end of lap one, Bristol had about three seconds over Green, who in turn had three over Novice Danny Fonteyn. Garcia was a good five seconds ahead of a bunch of other Beginners, including Dannon

PHOTO BY TERRY REZEK

Scott Bristol was the first to cross the finish line and took the Mini Novice win at the California Racing Club's Outlaw GP at Perris Raceway.

Berg, Gale Webster, and Hock. Gray was running all by himself, at least 30 seconds ahead of second-place Jeran Gamby.

The next three laps saw Bristol and Green swapping the lead many times, with Green in front at the start of lap four. Then Green slowed, kept looking down at his bike, and waved Bristol past. Two laps later, Green was back on the gas but out of contention. Bristol took the Novice win, followed by Phil Niblick.

Garcia continued in the Beginner lead through lap six, but behind him a challenge was forming. Hock was steadily moving up, picking off one rider per lap, until he was right on Garcia's back at the beginning of the last lap. Hock blasted past Garcia on the final lap and went on for the win. Gray finished almost a full lap ahead of the other 60s to wrap up that class, and finished ahead of many 80s.

The Beginner event had a three-row start; 500s first, 250s second, and 125s third. Doug Ward was first off the line, followed by Paul Rankin and Rich Pollum. Frank Shiroma and Mike Cardenas led the 250s and Anthony Arthurs and Kevin Smith topped the 125s. By the end of the lap, Rankin was ahead of Ward and the 250s and 125s were unchanged. Ward took the lead back on lap two and held it for a few laps until Sam Gold moved into first on lap four. Gold held the lead for the rest of the race and took the 500cc win. Shiroma stayed at the front of the 250cc division and got the win in that class, in the process working his way up to second overall right behind Gold. The 125cc class didn't change leadership; Arthurs stayed in the lead from flag to flag for a win in that class.

It looked like the 500cc Novice class was going to be a runaway for John Adams as he pulled a tremendous holeshot and took the first turn yards ahead of anyone else. By the time they worked their way to the end of lap one, Terry Woody had stormed his way to the lead and romped from there to the finish with no further contention. Kelly Doyle, who had a midpack start, methodically moved to third by lap two and gave Adams some worries before he moved into the lead in lap five. Woody, Doyle, and Adams finished in that order.

In the Vet, Seniors and Women's events, Vet Expert Kinney Jones got the holeshot, but Dave Miller caught and passed him within one lap and was never headed after that. Jones hung on for second. Bob Johnson led the Vet Intermediate from wire to wire and Jim Hanehberg did the same in the 30+ Amateur division. Mindy Smith stayed ahead of Tina Zahrt to take the Women's division win. •

Results

60 NOV: 1. Scott Gray (Kaw); 2. Jeran Gamby (Kaw); 3. David Cooke (Hon).
80 BEG: 1. Robby Hock (Kaw); 2. William Garcia (Kaw); 3. Dannon Burg (Kaw).
80 NOV: 1. Scott Bristol (Kaw); 2. Phil Niblick (Yam); 3. Danny Fonteyn (Yam).
80 INT: 1. Darin Green (Yam).
125 BEG: 1. Anthony Arthurs (Kaw); 2. Kevin Smith (Kaw); 3. John Gilbert (Hon).
125 NOV: 1. Michael Brooks (Suz); 2. Tony Seckman (Hon); 3. Tim Odehnal.
125 INT: 1. Scott Murphy (Kaw); 2. Jason Ingersoll (Kaw); 3. Brett Manley (Hon).
125 PRO: 1. Rick Weaver (Kaw).
250 BEG: 1. Frank Shiroma (Yam); 2. David Delgado (Suz); 3. Eric Strand (Hon).
250 NOV: 1. Alex Krause (Suz); 2. Phil Wurster (Hon); 3. Doug Funderburg (Suz).
250 INT: 1. Bob Stephenson (Hon); 2. Everret Neal (Yam); 3. Richard Arnold (Kaw).
250 PRO: 1. Brad McLeod (Hon); 2. Ken Zahrt (Hon); 3. Marc Johnson (Suz).
500 BEG: 1. Samuel Gold (Hon); 2. Paul Rankin (Yam); 3. Doug Ward (Yam).
500 NOV: 1. Terry Woody (Hon); 2. Kelly Doyle (Hon); 3. John Adams (Hon).
500 INT: 1. Russell Garcia (Yam); 2. Jeff Clausen (Hon); 3. David Riley (Yam).
500 PRO: 1. Ruben Falcon; 2. Angelo Ficarotta (Kaw); 3. Greg Kammerman (Yam).

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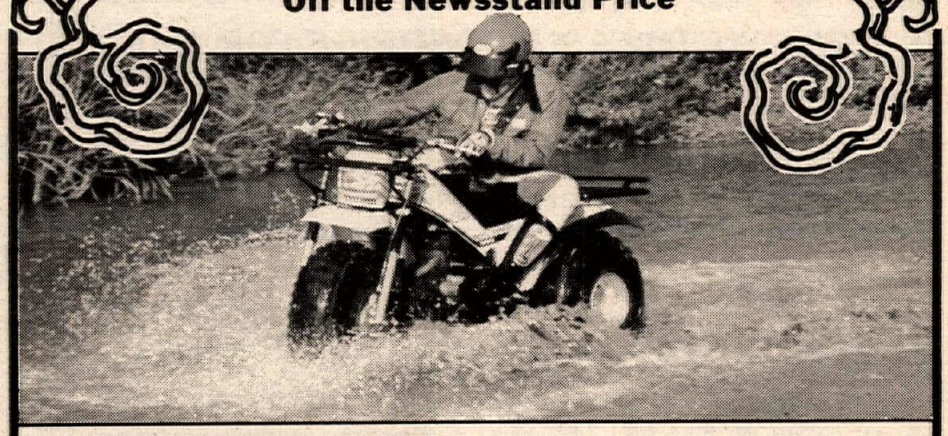

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Nov. 24 — RIVERSIDE G.P.
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CMC Race With The Best
Quail Canyon — Oct. 6, 26-27
Ascot Park — Fri. Nights
Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.
(714) 261-6116

SMX Schedule
Sat. Oct. 19 Perris
Sun. Oct. 20 DeAnza
Sat. Oct. 26 Perris
Sat. Nov. 2 Perris
INFO (714) 831-3482

AFM Road Race Schedule
Oct. 6 —Sears Point
Oct. 27 —Sears Point Endurance Race
Nov. 9/10—Willow Springs
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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

NATIONAL & WORLD CHAMPIONSHIPS

1985 AMA Superbike/ Pro-Am RR C'ship Series
*10/19-20 Daytona Beach, FL

*Pro Am Event

1985 AMA National Enduro Championship Schedule
10/20 McArthur, OH
10/27 Bear, DE

AMA/Dragbike! National C'ship Series
10/19-20 West Palm Beach, FL
10/26-27 Palmdale, CA
10/26-27* Atmore, AL
11/2-3 Houston, TX
11/23-24** Gainesville, FL
11/30-12/1 Phoenix, AZ

*⅛-mile track
**National C'ship Finals

National NHRA Drag Racing Championships
10/19-20 Pomona, CA

National Drag Racing Championships IDBA
11/16-17 Birmingham, AL

1985 SCORE/ HDRA Off-Road Series
11/8-10 Baja 1000
12/6-8 Frontier 500

WERA/Wiseco National Endurance Series (RR)
11/9 Brasleton, GA (6 hr)

AMA/C'ship Cup Endurance Series
10/18 Daytona Beach, FL

Rodil Trophy Supercross Series
11/9 Los Angeles

OCTOBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
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NOVEMBER

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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

● Denotes Pro Payback

October 18

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116. CANCELLED

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 19

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
● Monterey County Fairgrounds, Monterey, CA. Gates open 2 pm, prac 3:30, race 5. R&D Ent. Info 408/449-7367.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth. Prac 6:30 pm, races 7:30. Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

TEXAS MOTOCROSS
● Good Times Motorsports Park, San Antonio, TX. Third race of Car Wash Benefit Series. Info 512/681-1407.

October 16

CMC NIGHT MOTOCROSS
● Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA CAR & MOTORCYCLE DRAGS
Baylands Raceway Park, Fremont, CA. Gate opens 5 pm, race 6. Info 415/651-2545.

October 17

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, Gardena, CA. Gates open 6:30 pm, race 8. Info 213/515-5115.

October 19-20

DONNIE HANSEN'S TEXAS MOTOCROSS SCHOOL
Good Times Raceway, San Antonio TX. Info 805/526-0730.

SNRR NEVADA ROAD RACE
Las Vegas Int. Speedrome, Las Vegas, NV. Info 702/384-5029.

CMC TRANS-CAL SERIES
Ascot Park, Gardena, CA. Info 714/261-6116.

October 20

CRC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Info 213/830-7519.

CRC CALIFORNIA GP
Hungry Valley, CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
● Spillway Park, Santa Maria, CA. Info 805/489-1114.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Final race of Fall Classic Series. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. Gate 8 am, prac 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/756-4114 or 273-2336 .

CRC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

ARA CALIFORNIA DESERT RACE
Barstow, CA. Races 8-11 am. Info 714/658-5941.

CMC/SHR MOTOCROSS
● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-6596.

AMA OREGON GRAND PRIX
Mt. View Raceway, Sandy, OR. Gates open 7 am, prac 8, race 10. Info 503/668-9409.

CMC CALIFORNIA MOTOCROSS
● Eel River MX, Eureka, CA. Gate opens/sign up 7am, prac 8, race 9. Info 707/733-5569.

TCCRA TEXAS MOTOCROSS
Oak Hill MX, Alvord, TX. Info 817/265-9596.

SPINNERS CALIFORNIA SHORT TRACK
● Airport Raceway, Porterville, CA. Gate opens 9 am, prac 10, race 12. Info 209/781-6341.

FRA CALIFORNIA FAMILY ENDURO
Red Mountain, CA. Trick or Treat Enduro. Start 8 am. Info 714/777-2969.

DCR CALIFORNIA GRAND PRIX
Elsinore, CA. Starts 9 am. Info 714/371-6333.

ARA CALIFORNIA DESERT RACE
Stoddard Valley, 8 miles south of Barstow, CA. Pre-run Sat, race Sun. Info 714/658/5941.

CMC CALIFORNIA MOTOCROSS
● Marysville, CA. Gate opens 6:30 am, sign up 7, race 9. Info 916/695-2727 or 695-2088.

WASHINGTON COWBELL ENDURO
Deming Log Show Grounds. Gates open Sat. 7:30-10 pm, race Sun. 9 am. Info 206/734-6494.

LVMC NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas, NV. Gates open 6:30 am, prac 8, race 9. Info 702/878-8977.

MMA CALIFORNIA SWAP MEET
Placer County Fairgrounds, Roseville, CA. Opens 8 am to sellers, 11 am gen. admission. Info 916/442-4727.

AMA CALIFORNIA DRAG RACE
Baylands Raceway Park, Fremont, CA. Gate opens 9 am, race 10. Info 415/651-2545.

OUTLAW CALIFORNIA MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gate opens 10 am, race 12 pm. Info 415/651-2545.

OREGON DESERT CROSS COUNTRY
21 miles east of Bend, OR. Formerly the High Desert 100. Limited entry. Info 503/667-3970.

P.I.T.S./PENGUINS CALIFORNIA TRIALS
San Luis Obispo, CA. Sign up 9 am, start 10. Info 805/543-7358.

WMRRA WASHINGTON ROADRACE
Seattle Int. Raceway, Seattle WA. Food Bank Fifty Can-Am Series. Gates open 7 am, prac 9, race 11. Info 206/363-3597.

October 23

CALIFORNIA NIGHT MOTOCROSS
● Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA CAR & MOTORCYCLE DRAGS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, race 6. Info 415/651-2545.

October 24

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, Gardena, CA. Fox Hunt. Gates open 6:30 pm, race 8. Info 213/515-5115.

October 25

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 26

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

AMA TEXAS SHORT TRACK/TT
25 miles NW of Ft. Worth, TX. Prac 6 pm, race 7:30. Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

R&D CALIFORNIA FLAT TRACK
● Monterey County Fairgrounds, Monterey, CA. Gates open 2 pm, prac 3:30, race 5. Info 408/449-7367.

October 26-27

CMC CALIFORNIA TRANS—CAL SERIES
Quail Canyon, CA. Final race of series. Info 714/261-6116.

USA CALIFORNIA SIDECAR RALLY
Griffith Park, Los Angeles, CA. Info 818/780-5542.

CALIFORNIA DRAGBIKE
Palmdale, CA. Arias Pistons Nat'ls. Info 619/292-4444.

October 27

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 am, race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
● South of Fort Worth, TX. Gate 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. Nov 9 am, Int/Ex 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
● Laguna Seca Raceway, Monterey, CA. Prac 8:30, race 9:30. Info 408/394-8225.

CALIFORNIA SUPERBIKERS
Carlsbad Raceway, Carlsbad, CA. Gates open 8 am, prac 9, races noon. Info 818/787-3497 or 714/760-0196.

CMC CALIFORNIA MOTOCROSS
● Moto-One Raceway, Redding, Ca. First race of Fall Series. Gates open 6:30 am, sign up 7, prac 8, race 9. Info 916/ 223-5600 or 243-6019.

AMA/100's M/C HARE & HOUND
Johnson Valley, CA. Start 9 am. Info 714/985-1567 or 818/335-4762.

AMA OREGON MOTOCROSS
Mt. View Raceway, Sandy, OR. Final race of season. Gates open 7 am, prac 8:30, race 10. Info 503/668-9409.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/678-3592 ore 678-9956.

CMR CALIFORNIA STREET BIKE ENDURO
Castaic Recreation Ctr., Castaic Lake, CA. Starts 9 am. Info 213/ 372-8175.

MRA OREGON POKER RUN
Jacksonville, OR. Second annual Great Ghost & Goblin Poker Run. Sign-up 8:30-9:30 am, start 10. Info 503/772-6184.

TEXAS MOTOCROSS
● Good Times Motorsports Park, San Antonio, TX. Final race of Car Wash Benefit series. Info 512/681-1407.

TANKSLAPPERS M/C CALIFORNIA ENDURO
Plaster City West, CA. First Wild Wizard Enduro. Key time 8 am. Info 619/423-7241 or 277-5800.

SRA CALIFORNIA GRAND PRIX
Perris Raceway, Perris CA. Blackcat GP. Info 714/828-1358.

CMC CALIFORNIA MOTOCROSS
● Tulare, CA. Gates open 7 am, prac 8:30, race 9:30. Info 209/686-4520 or 688-3949.

MRAN/SNJ NEVADA HARE & HOUND
Las Vegas, NV. Nevada State Championship. Start 8:15. Info 702/870-2389.

SCTA CALIFORNIA TRICKERS TRIALS
San Bernardino, CA. Info 714/794-5082 or 881-3355.

AFM CALIFORNIA ENDURANCE ROAD RACE
Sears Point Raceway, Sonoma, CA. 4-Hour. Gates open 7 am, prac 9. Info 415/327-3323 or 327-0908.

October 30

CMC NIGHT MOTOCROSS
● Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA CAR & MOTORCYCLE DRAGS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, race 6. Info 415/651-2545.

October 31

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, Gardena, CA. Gates open 6:30 pm, race 8. Info 213/515-5115.

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

November 1

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

November 2

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

R&D CALIFORNIA FLAT TRACK
● Monterey County Fairgrounds, Monterey, CA. Gate opens 2 pm, prac 3:30, race 5. Info 408/449-7367.

TEXAS NIGHT MOTOCROSS
Good Times Motorsports Park, San Antonio TX. Info 512/681-1407.

November 2-3

PROSPECTORS M/C GRAN PRIX
Barstow, CA. Info 714/633-8679.

PROSPECTORS M/C VINTAGE GRAN PRIX
Barstow, CA. '74 and older. Start 3:30 each day. Info 714/633-8679.

NEVADA VINTAGE ROAD RACE
Las Vegas Speedrome, Las Vegas, NV. Info 702/451-8887.

ARRA CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Sat. open practice and school, race Sun. Info 805/966-5700.

November 3

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway. Gate 8 am, prac. 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. Nov sign up 7 am, prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CEA/FRA CALIFORNIA ENDURO
Johnson Valley, CA. Start 7 am. Info 213/322-4467 or 698-3107.

SPINNERS CALIFORNIA PRO-AM TT
● Airport Raceway, Porterville, CA. Gate opens 9 am, prac 10, race 12. Info 209/781-6341.

CRC CALIFORNIA MOTOCROSS
● Perris Raceway, Perris CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
● LA Raceway, Palmdale, CA. Info 213/830-7519.

CMC/SHR CALIFORNIA MOTOCROSS
● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-6596.

ADRA ARIZONA OFF ROAD
Wickenburg, AZ. 11th Annual Vulture 100. Info 602/252-1900.

CMC CALIFORNIA MOTOCROSS
● Eel River MX, Eureka, CA. Gate opens/sign up 7 am, prac 8, race 9. Info 707/733-5569.

KTM WINNERS

JAMES YEHL
Senior Nov. Win — SRAC Motocross Berthoud, CO

CHRIS KELLEY
Veteran Nov. Win — Round #1 Nevada State Motocross Championship — Stead, NV

CHESTER MARTINMAAS
Veteran Exp. Win — Round #1 Nevada State Motocross Championship — Stead, NV

STEVE SMITH
250 Beginner Win — Perris SMX Perris, CA

TODD CAMPBELL
125 Pro Class Series Win — CRC MX Series

SKIP CHRISTY
Open A 4-Stroke Win — Gullywomper Enduro — Rand, CA

JEFF HILL
Veteran Sportsman Class Win — ADRA Young Classic — Young, AZ

BRYON FARNSWORTH
O.T.H.G. Class Win — ADRA Young Classic — Young, AZ

KTM JOIN THE TEAM

PRESIDENT'S CUP GP
Sunday, October 20, 1985
HUNGRY VALLEY (Quail Canyon) GORMAN
I-5 to Hungry Valley Rd. (25 miles N. of Magic Mountain).
MX-GP-ATV POINTS ● Membership Not Required

8:00 Parade Lap
8:30 All Mini
9:30 All 3-Wheelers & ODYS
10:30 Old Timers
11:30 All Int./Pros
12:30 CRC Vets
1:30 All Nov.
2:30 All Begs.
3:30 Team Race

Doublecross, AMA, SRA, Desert Buicks, CMC, District 37, NMA WELCOME!
Each Class Race 45 Minutes
20% Trophies ● Superb Finisher Pins
CASH TO PROS
No post entry penalty for 2nd class entered.
Mail Entry $16 ● Non-Member $20.
Post Entry $20 ● Non-Member $25.
1985 CRC Membership Available
Mail entries to: CRC, 24518 Island Ave., Carson, CA 90745 (213) 830-7519

14th Annual Florida Winter National Olympics
5 Big Days Of Racing Nov. 27-Dec. 1
Stadium Style MX
TT Scrambles — Hare Scrambles
2 Days of Motocross
Gatorback Park — Gainesville, FL
$1,000 Savings Bond To Divisional Winners
Youth & Amateur Classes
65cc 7-11 Stk. & Mod. — 85cc 7-11 Stk. & Mod.
85cc 12-13 Stk. & Mod. — 85cc 14-15 Stk. & Mod.
125 A, B & C — 250/500 A, B & C
SuperSports — 813/822-8929
Pre-entry deadline: Nov. 16
AMA

ARA FAMILY STYLE DESERT RACING
SPECIAL PUSHROD & OHC 4-STROKE M/C CLASSES
BEGINNER: ATV 20 MI. 8:00 AM; CYCLE 40 MI. 9:00 AM
NOVICE OR BETTER: CYCLE 60 MI. 10:00 AM; ATV 40 MI. 11:30 AM
"EASY 20 MILE COURSE"
100% Finisher Pins & Super Trophies to 30% of 125, 200, 250 & Open, Plus Youth, Jr, Vet, Sr. Sup. Sr. & P.P.
Concessions, Restrooms, Medical Staff, Free Camping
FREEWAY, FOOD & LODGING CLOSE BY
$25.00 Mail - $30.00 Post — ATV Non-Member Add $5.00
Membership Not Required — Pre-Run on Saturday!
Directions: Sidewinder Off Ramp of I-15, 8 Mi S/O Barstow, CA.
SUNDAY, OCT. 20th. For Entry Blanks & Rider's Instructions, Send S.A.S.E. to: ARA, Box 443, Hemet, CA 92343
Further Info. Call: (714) 658-5941.

FRA
Trick or Treat Family Enduro
October 20, 1985
Red Mtn., 8 a.m. Start
● 20% Trophies
● FRA Points
2 Loops ● 70 Miles
Super Trophies ● Super Finisher Pins
ATVs Welcome ● Silencers Required
Mail Entry $20 ● Post Entry $21
Non-members add $2
Special Family Discount (Call)
Beginner $17, One Loop, No Trophies
INFO: (714) 777-2969

SUPER 6-PACK FALL MOTOCROSS SHOOT-OUT SERIES

Nov. 3 ..... Eugene, OR
10 ..... Albany, OR
17 ..... Roseburg, OR
24 ..... Eugene, OR
Dec. 1 ..... Albany, OR
8 ..... Roseburg, OR

AMA Rules Will Be Followed
All Pro &
Amateur Motorcycle Classes

★ MUST ride 5 of 6 races to be eligible for series Overall Finish ★

Sign-up ..... 8:00 a.m.
Practice .. 9:30-10:30 a.m.
Race ..... 11:00 a.m.
100% Pro Payback

Entry Fees:
Amateurs $10
Pros $16
Pee Wees 5
General Admission
13-Over $4
6-12 ..... $2
Under 6 ..... FREE

FREE! Drawing for 2 Yamaha Tri-Zingers to be given away at December 8 Final Race —
Sponsored By: Yamaha of Roseburg
INFO: (503) 672-4179

Dealer Sales Information-
404/934-7850 East
213/427-7433 West

RACE SCHEDULE
ATV Classes At All Events
Oct. 20 — MOTOCROSS Sunrise Cycle Park
Oct. 20 — MOTOCROSS Spillway (CRC Sanction)
Oct. 20 — PRESIDENTS CUP GP Hungry Valley
Oct. 27 — MOTOCROSS DeAnza Cycle Park
(213) 830-7519

Aggajanian Enterprises Present:

1985 LADY LIBERTY TRANS-CAL MOTOCROSS RACE SERIES™

SUZUKI SKOAL BANDITS™

CMC SUPERCROSS

SATURDAY & SUNDAY
OCTOBER 19 & 20

PRO SCHEDULE SATURDAY		SPORTSMAN SCHEDULE SUNDAY	
REGISTRATION	1:00 to 3:00 PM	REGISTRATION	8:00 to 9:15 AM
PRACTICE	3:00 to 4:30 PM	LATE REGISTRATION	9:25 to 9:35 AM
QUALIFYING	5:00 to 7:00 PM	PRACTICE	9:00 to 10:00 AM
FIRST RACE	7:30 PM	FIRST RACE	10:15 AM

SAT. TICKETS -- ADULTS $9.00, JUNIORS (13-17) $4.50, CHILDREN (9-12) $1.00, 8 AND UNDER FREE
SUN. TICKETS -- ADULTS $6.00, JUNIORS (13-17) $3.50, CHILDREN (9-12) $1.00, 8 AND UNDER FREE

ENTRY FEES
PROS:
PRE ENTRY $30.00
POST ENTRY $35.00
SPORTSMAN:
PRE ENTRY $15.00
POST ENTRY $20.00

Ascot
18300 VERMONT AVE., GARDENA
Sanctioned Continental Motosport Club

PRO PURSE
$4,000.00 GUARANTEED
PRO PIT PASSES $12.00
Included in Entry Fee for Rider
(714) 261-6116

3.8 GAL. CR TANKS

3.8 Gal. plastic tank fits '85-'86 125/250/500 Honda CRs.
Uses stock mounting, cap, petcock and cooling shrouds.
Available from all quality dealers.

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Order Desk: 714/781-5849
Distributor & dealer inquiries invited.

4.0 GAL. TANKS FOR '85-'86 KX250/500 NOW AVAILABLE.

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California Dealers
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Out of State Call Collect
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CMC CALIFORNIA MOTOCROSS
● Huron Cycle Park, Huron, CA. Gate opens 8 am, prac 8:45. Info 209/673-8080.

D-37/FRA ENDURO
Lucerne Valley, CA. Sign up 1-6 Sat., race 7 am Sun. Info 213/322-4467 or 698-3107.

NMA NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas, NV. 11th annual Western Fall Nationals. Gates open 6:30 am, prac 8, race 9. Info 702/878-8977.

OUTLAW CALIFORNIA MOTOCROSS
Baylands Raceway Park, Fremont CA. Gates open 10 am, race 12 pm. Info 415/651-2545.

BCL CALIFORNIA ALL BRITISH ROAD RIDE
Hansen Dam Park, Sylmar CA. AMA Ride for Rights. Gates open 8 am. Info 213/746-0800 ext 212.

JAMMERS CALIFORNIA HARE SCRAMBLES
Prairie City OHV Park, Priarie City, CA. 13th annual Wild Hare. Gate opens 7 am, multiple race times. Info 916/961-3083 or 961-0602.

MMA CALIFORNIA SWAP MEET
Stockton Fairgrounds, Stockton, CA. Sellers 8 am, gen. admission 11. Info 916/442-4727

DCR CALIFORNIA GRAND PRIX
Barstow, CA. Info 714/371-6333.

November 6

CMC NIGHT MOTOCROSS
● Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

November 7

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, Gardena, CA. Track C'ship. Gates open 6:30 pm, race 8. Info 213/515-5115.

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

November 8

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

INTER-SHOWS CALIFORNIA SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. Open 6-10 pm. Info 714/495-0515.

November 8-10

MBJ CALIFORNIA MOTORCYCLE & ATV EXPO
Anaheim Convention Center, Anaheim CA. Fri. 5-10 pm, Sat. 12-10 pm, Sun. 11 am-6 pm. Info 714/250-8060.

November 9

CRC CALIFORNIA KIDURO
Rand Mtn, CA. Sign up 12-1 pm, start 1:30. Info 714/689-6114.

AMA CALIFORNIA SUPERCROSS
Los Angeles Memorial Coliseum, LA, CA. Rodil Trophy Championship. Info 818/787-3497 or 714/760-0169.

R&D CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey, CA. Gate opens 2 pm, prac 3:30, race 5. Info 408/449-7367.

November 10

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
● Burleson MX Park, south of Ft. Worth, TX. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/678-3592 or 678-9956.

CRC CALIFORNIA FAMILY ENDURO
Randsburg, CA. Iron Horse Enduro. Start 8 am. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
● Laguna Seca Raceway, Monterey CA. Info 408/394-8225.

CVRG CALIFORNIA VINTAGE ROAD ROAD RACE
Willow Springs Raceway, Rosamond, CA. Part of AFM weekend. Info 415/829-6091.

CMC CALIFORNIA MOTOCROSS
● Moto-One Raceway, Redding CA. 2nd race of Fall Series. Gates open 6:30 am, prac 8, race 9. Info 916/223-5600 or 243-6019.

D-37 CALIFORNIA HARE & HOUND
Randsburg, CA. Limed from Hwy 395 & Trona RD. Starts 9 am. Info 818/362-8607.

D-36 CALIFORNIA HARE SCRAMBLES
Wilseyville, CA. Starts 8:30 am. Info 209/334-5584 or 368-7040.

CERA CALIFORNIA FAMILY ENDURO
El Dorado Nat'l Forest, Georgetown, CA. Key time 8 am. Info 408/739-7477 or 707-446-8980.

OUTLAW CALIFORNIA MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 10 am, race 12 pm. Info 415/651-2545.

MMA CALIFORNIA SWAP MEET
Ventura Fairgrounds, Ventura, CA. Sellers 8 am, gen. admission 11 am. Info 916/442-4727.

NMA CALIFORNIA MOTOCROSS
● Sunrise Cycle Park, Adelanto, CA. Info 213/868-8112.

November 9-11

USA CALIFORNIA SIDECAR RALLY
Havasu, CA. Info 619/484-2010.

November 13

CMC NIGHT MOTOCROSS
● Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

November 14

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

November 15

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116. CANCELLED

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

November 16

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

SDRA NEVADA OFF ROAD
Henderson, NV. Silverdust 400. Info 702/459-0317.

November 16-17

CALIFORNIA MOTOCROSS
Blythe Raceway, Blythe, CA. Kyle Fleming Memorial. Gates open 6 am, prac 7:30, race 9. Info 602/993-4954.

CALIFORNIA HILL CLIMB
DeAnza Cycle Park, Sunnymead, CA. 11th annual World Championship Hill Climb. Stk. classes Sat., Exhibition on Sun. Info 714/242-5840 or 242-7979.

November 17

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
● Mosier Valley MX Park. Midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/756-4114 or 273-2336 .

CRC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate open 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

SPINNERS CALIFORNIA SHORT TRACK
● Airport Raceway, Porterville, CA. Gate opens 9 am, prac 10, race 12 pm. Info 209/781-6341.

CRC CALIFORNIA MOTOCROSS
● Sunrise Cycle Park, Adelanto CA. Info 213/830-7519.

CRC CALIFORNIA GRAND PRIX
Carlsbad Raceway, Carlsbad, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
● Marysville, CA. Gates open 6:30 am, sign up 7, race 9. Info 916/695-2727.

FRT CALIFORNIA DESERT RACE
Plaster City East, CA. Start 9 am. Info 619/427-5759.

CMC CALIFORNIA MOTOCROSS
● Huron Cycle Park, Huron, CA. Gate opens 8 am, prac 8:45. Info 209/673-8080.

LVMC NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas, NV. First race of Nevada State C'ship. Gates open 6:30 am, prac 8, race 9. Info 702/878-8977.

CRC CALIFORNIA MOTOCROSS
● Sunrise Cycle Park, Adelanto, CA. Info 213/830-7519.

CRC CALIFORNIA SUPERBIKERS GP
Carlsbad Raceway, Carlsbad, CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
● Spillway Track, Santa Maria, CA. Info 805/489-1114.

CMC CALIFORNIA MOTOCROSS
● E Street Raceway, Marysville, CA. Gate opens 6:30 am, sign up 7, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

BUSH-EATERS M/C CALIFORNIA ENDURO
Corral Canyon ORV Area, San Diego, CA. 7th annual Hi-Mountain Horney

Toad Enduro. Starts 8 am. Info 619/571-5531 or 462-4117.

D-38 CALIFORNIA DESERT RACE
Plaster City East, CA. 6th annual Notorious Dawg Three-Hour Team Race. Starts 9 am. Info 619/427-5759.

NMA CALIFORNIA MOTOCROSS
● Spillway MX Track, Santa Maria, CA. Info 213/868-8112.

CMC CALIFORNIA MOTOCROSS
● Hungry Valley, CA. Info 714/261-6116.

TIMEKEEPERS D-36 CALIFORNIA REGIONAL ENDURO
New Idria, CA. Key time 8:01. Info 408/356-0760.

DIRT DIGGERS CALIFORNIA EUROPEAN SCRAMBLES
Prairie City OHV Park, Sacramento, CA. Gates open 7 am, race 8. Info 916/962-2208.

CHECKPOINT D-37 CALIFORNIA ENDURO
Gorman, CA. Key time 7 am. Info 213/947-9808 or 438-4435.

November 20

CALIFORNIA NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

November 21

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

November 22

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, [illegible], CA. Gates open 4 pm, NIGHT NATIONALS [illegible] closes 6:30, prac first [illegible]. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past Airport to Hwy 26 and turn left. Go 3 from Ft. Worth. Gates open 5:30, prac race 8. Info 817/481-2804.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Start-time 7:30 pm, gates open 5:30. Info 402/462-4436.

AFM CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. Info 213/864-0704.

November 22-23

I.C.E. UTAH ICE SPEEDWAY
Salt Palace Center Arena, Salt Lake City, UT. 1985 N. American Ice Speedway Championship. Races begin 7 pm. Info 602/296-1345.

November 22-24

RGC CALIFORNIA CUSTOM CAR & MOTORCYCLE SHOW
Long Beach Convention Center, Long Beach, CA. Info 213/588-1934 or 818/961-8571.

November 23

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CMA KANSAS FOOD FUN RUN
Independence, KS. Food for Families Fun Run. Starts 9:30 am. Info 316/331-3347.

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gate opens 7 am, prac 8:30, race 9:30. Info 714/242-7979 or 924-5859.

November 24

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC SUNRISE MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate 7:30 am, race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
● South of Fort Worth, TX. Gate 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. Nov 9 am, Int/Ex 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CMC CALIFORNIA MOTOCROSS
● Moto One Raceway, Redding, CA. Third race of Fall Series. Gates open 6:30, prac 8, race 9. Info 916/223-5600 or 243-6019.

LVMC NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas NV. Second of three-race Nevada Championship Series. Gates open 6:30 am, prac 8, race 9. Info 702/878-8977.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
● LA Raceway, Palmdale, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/678-3592 or 678-9956.

SRA CALIFORNIA GRAND PRIX
Riverside, CA. Info 714/828-1358.

NMA CALIFORNIA MOTOCROSS
● Barona Oaks Raceway, Ramona CA. Western Fall Nationals. Info 213/868 8112.

November 27

CALIFORNIA NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

November 28 December 1

ADVENTURE TREKS BAJA EXPEDITION
San Felipe to Gongaga Bay, Mexico. Info 714/859-1207.

November 29

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

November 30

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gate opens 7 am, prac 8:30, race 9:30. Info 714/242-7979.

D-37 CALIFORNIA DUAL PURPOSE POKER RUN
Barstow, CA to Las Vegas NV. Send legal-size S.A.S.E. with 39¢ for info pack. Starts 7-10 am. Info 818/249-2141 or 353-5409.

D-37 CALIFORNIA ROAD RIDE/POKER RUN
Barstow, CA to Las Vegas NV. Sign up 7-10 am. Info 818/249-2141.

November 29-30

USRA UTAH MOTOCROSS
● Arches Moto-X, Moab, UT. Sign up 7 am, prac 8, race 9. Call for weather info before coming down. Info 801/259-7739 or 259-8941.

November 30-December 1

ARRA CALIFORNIA ROAD RACES
Willow Springs Raceway, Rosamond, CA. Info 805/966-5700.

December 1

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway. Gate 8 am, prac. 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. Nov sign up 7 am, prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/ 443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CRC CALIFORNIA MOTOCROSS
● Edwards Air Force Base, CA. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Info 213/830-7519.

CMC/SHR CALIFORNIA MOTOCROSS
● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-6596.

CMC CALIFORNIA MOTOCROSS
● E Street Track, Marysville, CA. Gate opens 6:30, race 9. Info 916/695-2727 or 695-2088.

December 5

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

December 6

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

December 7

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Gates

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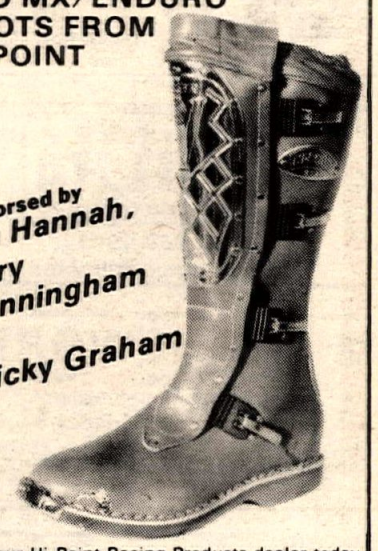

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open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

ADRA MEXICO POINT—TO—POINT RACE
Sonoita to Puerto Penasco (Rocky Point) Mexico. Starts 11 am. Info 602/252-1900.

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gate opens 7 am, prac 8:30, race 9:30. Info 714/242-7979 or 924-5859.

December 8

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
● Burleson MX Park, Ft. Worth, TX. Gate opens 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

LVMC NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas, NV. Final race of Nevada State C'ship. Gates open 6 am, prac 8, race 9. Info 702/878-8977.

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Gate opens 8 am, prac 8:45. Info 209/673 8080.

CMC CALIFORNIA MOTOCROSS
● Laguna Seca Raceway, Monterey, CA. Info 408/394-8225.

CMC/SHR CALIFORNIA HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Info 415/634-3328 or 634-6596.

D-36 CALIFORNIA HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. Sign up 7 am, start 10. Info 415/828-4513.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CRC CALIFORNIA ENDURO
Lucerne, CA. Santa Claus Enduro. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon CA. Gates open 6:30 am, prac 7:30, race 9. INfo 916/678-3592 or 678-9956.

December 11

CMC NIGHT MOTOCROSS
● Baylands Raceway Park, Fremont, CA. Gates open 5 pm, races 7. Info 415/651-2545.

December 12

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

December 13

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

December 14

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gate opens 7 am, prac 8:30, race 9:30. Info 714/242-7979 or 924-5859.

December 15

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA MOTOCROSS
South of Tulsa International Raceway, Tulsa, OK. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motosports. Info 918/266-6136.

TEXAS MOTOCROSS
● Mosier Valley MX Park. midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

What time do gates open? _____

What time does practice start? _____

What time does racing start? _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

P.A.L. Flat Track High-Point Series Santa Clara, CA Sept. 1985

PEE WEE
Jeff Gabhart Suz
MINI
Jake Zemke Kaw
NOV
Jim Tucker Yam
JR
Dean Vincelet Yam
EX
Ken Netto C-A

P.A.L. Quarter-Mile Oval Santa Clara, CA Sept. 27, 1985

PEE WEE 4-5 YRS
Robert Surber Yam
Craig Gonzales Yam
Chrystal Peebles Suz
PEE WEE 6-7 YRS
Matt Willard Hon
Danny Murphy Hon
Jeff Gabhart Suz
MINI
Jake Zemke Kaw
William Luker Kaw
David Sanchez Hon
125 NOV
Bradley Raymond Hon
Mike Shade Suz
Gilbert Garza Yam
250 NOV
Joe Leonard Hon
Patrick Vacchieri Yam
Jim Higuera Hon
250 JR
Dean Vincelet Yam
Rick Smith Yam
Marty Aglibot Suz
500 NOV DIV 1
Jim Tucker Yam
Eric Jacobs Yam
Bill Tiernan Yam
500 NOV DIV 2
Randy Gonzales Hon
Jimmy Sanchez Yam
Ron Dominquez Cag
500 JR
Dean Vincelet Yam
Mark Butler Yam
Billy Gonzales Hon

1985 Oklahoma Trials Championship Round Seven

MSTR
Jerry Carrens 19
Butch Cribbet 40
Charles Mallow 51
Shan Moore 57
Todd Bilbrey 78
EX
Mitch Bright 33
Jim Sohl 47
Andy Dolph 57
AM
Dick Luce 20
Gary Luce 26
Steve Fujan 31
Stan Machart 40
Andre Laporte 41
Sonny Howe 46
NOV
John Gudgel 7
Drew Crane 7
Gary Price 9
Ted Waldorf 14
Chris Millen 15
Buster Jenson 19
SR
Tom Moore 24
F.A. Boudreaux 43

Florida Gold Cup Series Point Standings after two rounds

0-85 (7-11)
Timothy Ferry 25
Brock Bullard 22
Chris Smith 20
Chris Brown 18
Steven Eller 16
Baskian Smalleqeng 15
James Spaulding 14
Matt Harrell 13
James Guido 12
Daniel Cooper 11
0-85 (12-15)
Bobby Mann 25
Bob Hansen 22
Daryl Youngblood 20
Jared King 18
Ricky Lee 16
Derek Youngblood 15
Ryan Dean 14
Kris Lyle 13
Sean Smeltzer 12
Cris Kaufman 11
125 YTH (10-15)
Dean Baker 25
Danny Zullo 22
Jeff Puterbaugh 20
Ricky Lee 18
Barrett Duchscher 16
Kevin Perry 15
Max Sysk 14
John Locke 13
Robert Wiggleswort 12
Chris Hill 11
125 A
Alan Andreu 25
Eric Yarnell 22
Alan Crum 20
Rob Johnson 18
Harold Matthews 16
Mark Campbell 15
Robert Porter 14
Marcus Pedrero 13
Thomas Bruhn 12
Glenn Somerville 11
125 B
Bobby Mann 25
Adam Bunchuk 22
Pat McLain 20
Tim Denardis 18
Shane Thomas 16
Tim Wigglesworth 15
William Arruda 14
Brent Cole 13
Danny Zullo 12
Jeff Puterbaugh 11
125 C
Jeff Pingel 25
Walt Burrell 22
Jeff Warrington 20
Todd Wilder 18
Steve Vickers 16
John Torregrosa 15
Jim Bennett 14
Kenny Johning 13
Philip Williams 12
Scott Allen 11
250 A
Brian McElroy 25
Kevin Foley 22
Pat Post 20
Bo Dupriest 18
Marc Fiola 16
Jose Torregrosa 15
David Wagner 14
Mark Peterson 13
Rick Chew 12
John Myers 11
250 B
Todd Yoder 25
Austin Gallardy 22
Leonard Leggett 20
Paul Sparks 18
Gary Rosse 16
Joseph Violi 15
Donnie Jackson 14
Michael Fischetti 13
Joey Locke 12
Mike Taylor 11
250 C
Jeffrey Pingel 25
Steve Young 22
Jeff Warrington 20
Donald Leddy 18
David Luxhausen 16
Lex Rowland 15
Daryl Dempsey 14
Mark Taylor 13
Ron Renner 12
Jeffrey Embrey 11
OPEN A
Jon McCabe 25
Earl May 22
Pat Post 20
David Ellis 18
Chris Locke 16
John Gillespie 15
Roger Ambs 14
Alan Barker 13
Kevin Seidi 12
David Smith 11
OPEN NOV
Woody Strickland 25
SteveShaffer 22
David Indiveri 20
David Adams 18
Rick Perry 16
Mickey Pawkarinen 15
Graene Davies 14
Richard Mills 13
Leon Rawls 12
Jon Cone 11
SR
Woody Strickland 25
Kenneth Wheeler 22
Gary Osteen 20
John Cooper 18
David Brown 16
Richard Haley 15
Scott Buffaloe 14
Jim Tallent 13
Byron Amerine 12
Robert Hunter 11

P.A.L. Oval Track Santa Clara, CA Sept. 13, 1985 By Jack Barton

50 PEE WEE
Jeff Babhart Suz
Curtis Peebles Jr. Suz
Robert Surber Yam
60 MINI
Jake Zemke Kaw
William Luker Kaw
Martin Montez Kaw
80 MINI
Jake Zemke Kaw
David Sanchez Hon
Martin Montes Yam
125 NOV
Bradley Raymond Hon
Gilbert Garza Yam
Keith Rodriques Hon
250 NOV
John Costanza Yam
Joseph Leonard Hon
Kenny Waag Yam
250 JR
Dean Vincelet Yam
Rick Smith Yam
Marty Aglibot Suz
250 EX
Kenneth Netto C-A
Kelley Fischer C-A
David Woodward Suz
500 NOV DIV 1
Randy Gonzales Yam
William Rogers Suz
Jon Anderson Yam
500 NOV DIV 2
Jim Tusker Yam
Gary Cordeiro Hon
Robert Stevenson Yam
500 JR
Dean Vince Yam
Bill Gonzales Hon
Mark Butler Yam
Brad Spencer Yam

R&D Short Track 1/8 Mile Oval Monterey, CA Oct. 1, 1985

PEE WEE 6-7 YRS
Brian Sgheiza Yam
A.J. Kirkpatrick Yam
Matt Willard Hon
PEE WEE 5 YRS
Justin Stillwell Yam
Ely Huerta Suz
Craig Gonzales Yam
MINI 60
William Luker Kaw
Robert Stevenson Yam
Nathan Wait Suz
MINI 80
Jake Zemke Yam
Michelle DiSalvo Hon
David Sanchez Yam
125 NOV
Ricky Baker Yam
Gilbert Garza Yam
Lonnie Pauley C-A
250 NOV DIV 1
Ron Dominguez Hon
Jim Higuera Hon
Kenny Waag Yam
250 NOV DIV 2
Joe Leonard Hon
Scott Chappell Hon
Joe Kamm Yam
500 NOV DIV 1
Gary Vincelet Yam
Ron Dominguez Cag
Jim Tucker Yam
500 NOV DIV 2
Gary Ritchie Yam
Joseph Soto Yam
Steve Stewart Hon
500 NOV DIV 3
Tony Morgan Hon
Eric Jacobs Yam
Bernie Cabanilla Yam
250 JR
Dean Vincelet Yam
Todd Bridges Kaw
Kris Kiser Hon
500 JR
Frank Nye Yam
Mark Butler Yam
Dean Vincelet Yam
250 EX
Craig Johnson Yam
Kenneth Netto C-A
Johnny Pittman Yam
500 EX
Kenneth Netto C-A
Chad Felicio Rtx
Bryan McDowell Yam
PRO-AM 600 EX
Kenneth Netto C-A
P.J. Sanchez Yam
Thomas Carriger Suz
OT/VET
Frank Nye Yam
Mark Butler Yam
Francis Shine Jr. Yam

Trophy Pickup

So. Cal. MC, California City G.P. trophies are available at District 37 desert events through 1985 or call Tank Underwood, (818) 362-8607, evenings only. (140/47)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Top-ranked

Cycle News' sporty new baseball cap goes straight to the top — everybody's top! Bright red and white, this cap fits all sizes.

Please turn to the order blank on the Dealer Directory page

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Applies to Piston Top, Combustion Chamber, Exhaust Port and Pipe.
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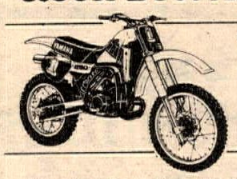
LOWERS ENGINE TEMPERATURE.
PRODUCES MORE POWER.
K&K TECH
Rt. 29 & Tollgate Rd., Palm, PA 18070
(215) 679-9144

Rock Bottom Prices



YZ250N In Stock
1984 YZ490L We Will Not Be Undersold
"We Can Save You Money"
BURBANK YAMAHA
1801 W. Burbank Blvd., Burbank, CA 91506
(818) 845-8738

SIDI
THE ALL NEW CYCLONE BOOT
Now you can get Sidi quality at an unbelievable price. Leather construction with plastic shin, ankle, and shift guards. One pull laces and outer Velcro® fasteners. Ratchet sole slides easily yet grips when you need traction. Generous interior padding provides super protection. Available in red/white, blue/white, and black/silver in popular sizes. List only $129 pair!
Cosmopolitan Motors Inc.
301 Jacksonville Road
Hatboro, Pa. 19040
(215) 672-9100

WANT ADS

Help Wanted

H-D mechanic-motor/trans exp
A good job for a dependable man with own tools. Micah McCloskey's Custom Cycles, 21426 Sherman Way, Canoga Park, CA 91303. (818) 348-8967. (140/41NWX)

Honda Mechanic
Orange County area Honda dealership has immediate opening for experienced Honda technician. Must be knowledgeable of late model Hondas. To arrange for interview call Bill at CHAMPION MCs. (714) 642-4342, or (714) 642-3211. (241/44)

Honda Mechanic
Tired of the LA rat race? Immediate opening for experienced Honda technician. Ability to work on late models essential, must have own tools. Right experience could put you in the number one spot. PALMDALE HONDA. Call Larry or John at (805) 947-1515. (141)

BMW Sales & Parts Managmnt.
BMW enthusiast wanted for exclusive S.F. bay area dealership. Will train. Call Karl at (415) 966-1183. (241/42)

Sales Reps Wanted
Large West Coast distributor seeks experienced, self-motivated individuals. We offer many exclusive and name brand products in protected territories. Opportunities available in L.A., Dallas, and Colorado. Contact Steve at Van Leeuwen Enterprises. (818) 896-2200. (241/42)

Sales Manager
Growing tire Company needs excellent sales manager who will join nation-wide tire sales team. Dealer sales management experience with some college education preferred. Submit resume to, P.O. Box 4793, Carson, CA 90749. (140/42)

Mechanical Engineer
Looking for recent graudate with degree in Mechanical Engineering. Motorcycle enthusiast/auto enthusiast. Motorcycle background/mechanical experience A MUST! No practical engineering experience required. Excellent salary and Company benefit. Mail resume and salary desired to: Mrs. Wilma Williams, Personnel Manager, U.S. Suzuki Corp., P.O. Box 1100, Brea, CA 92621-1100. NO PHONE CALLS PLEASE. (240/42)

Accessory Development Coord.
Immediate job opening for person experienced in Motorcycle and ATV accessory development and/or sales. Responsibilities include: Preparation of accessory operation manual, sales programs, forecast demand, dealer surveys, research accessory market (negotiate prices, working with vendors). Must have good oral and written communication skills. Excellent salary and Company benefits. Please send resume to: Mrs. Wilma Williams, Personnel Manager, U.S. Suzuki Corp., P.O. Box 1100, Brea, CA 92621-1100. NO PHONE CALLS PLEASE. (240/42)

Experienced Partsperson
Experience in all phases of Honda parts system. Pay commensurate with experience. Good working condition, great benefits. Call Greg, (714) 521-7112 or (213) 860-1354. (240TFN)

Motorcycle Mechanic
We are looking for an ace motorcycle mechanic familiar with all makes to run own service department within our dealership. Must have solid background and references. (818) 341-4079. (241)

Parts Counterperson
Honda experience required. Full time salary plus commission. 5 day week. Call for appointment. Long Beach Honda. (213) 423-1433. (241)

Service Manager
L.A. Area Honda dealership has immediate opening for service manager. Also may have opening for mechanic. Both must be experienced with late model Honda products. To arrange for interview, call Wayne at Town and Country Honda. (213) 773-2164. (238/41)

General Manager
LIVE IN THE HEART OF THE BEAUTIFUL WINE country in Northern California. Manage a full line Honda dealership; motorcycles, scooters, ATV's, and power products. Complete parts, accessories, and service departments. Please respond if you have a minimum of 5 years management experience and know how to motivate people and work through your department managers. Excellent benefit package. Pay commensurate with ability. Apply to Manly Honda, P.O. Box 1629, Santa Rosa, California 95402. Attention, Brian Manly. (240/41)

MECHANIC WANTED for the following lines; Suzuki, Husqvarna, KTM and Cagiva. Send resume to Tom Scales, Sportsman's Cycle Sales, 3475 Boulder Hwy., Las Vegas, Nevada 89121. (702) 457-0343. (241/43)

Kawasaki Mechanic
Full knowledge of all Kawasaki products, especially Ninjas and fuel injection systems. Must have at least 5 years experience and own tools. Call for appointment. Ask for Don. Lemonade Kawasaki, (213) 392-8697. (240/41)

Honda Suzuki Mechanic
Year 'round, full time position for experienced mechanic. Excellent living and working conditions. Santa Cruz County dealership. Send resume or apply in person to, All American Honda-Suzuki, 1408 41st Ave., Capitola, CA 95010. Contact Pete, (408) 476-8100. (239/42)

Salesmen
Earn extra commission calling on the motorcycle dealers in your territory selling our ATV and motorcycle accessories. Send information on your current territory and line sold to Box 376, McQueeney, TX 78123. (240/45)

Honda/Yamaha Mech. Needed
Southwest Arizona facility. Good benefit, commission. #1 dealership, needs good performer. More business than we can handle. (602) 783-5162 or send resume to: Liberty Honda, 1999 Arizona Ave., Yuma, AZ 85364. Needed immediately. (241/44)

Partsperson — Honda
Store well laid out and organized and expanding. Call Fred, Honda Santa Monica. (213) 829-4453. (241/43)

Salesman — Honda
Work in smog free Santa Monica. Good volume store, call Fred, Honda Santa Monica. (213) 829-4453. (241/43)

Assistant Parts Manager
Must have experience with Harley-Davidson, Yamaha, Kawasaki, and Honda. Excellent position for right person. Salary, commission, and benefits. Hutchins Motorsports, Inc. Call Deven, (619) 365-6311. (239/41NWX)

Business Opportunities

Harley Custom Shop—So Cal
Excellent location, (15 years) in San Fernando Valley. Very good lease, well stocked with parts and accessories. Fully equipped and efficiently laid out for servicing and mechanical work. This is a tailor made opportunity in the custom cycle business. Kevony Group, Inc., 7002 Owensmouth Ave. Suite 101, Canoga Park, CA 91303. (818) 887-4887. (340/41NWX)

So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201TFN)

For Sale:
DE ANZA CYCLE PARK, SUNNYMEAD, CA. Only persons knowledgeable in ORV operations and persons financially qualified need apply. INFORMATION EVENINGS, (714) 242-5840. (141/42)

Accessory store for sale in the smog free Sierra Foothills between Sacramento and Lake Tahoe. (916) 823-9442. (141/43)

1983 XR500
New tires, White Brothers exhaust system, with megalloy, K&N filter, jetted, ATK fork kit. $1000. (213) 434-0885. (141/43)

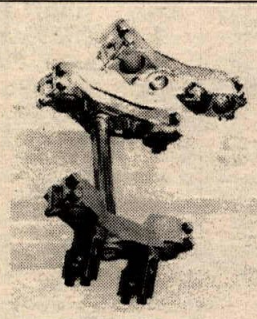
1982 SUZUKI RM125. Great shape, complete riding gear. Plus spare engine, swingarm, front end, and more. $450. (805) 482-7653/ (141)

'83 Honda 750 Interceptor
Dunlop Elites, factory warranty, cams, new brake pads, new chain and sprockets. Never crashed. $1900. (213) 862-6926, leave message. (141/42)

Randy Renfrow's RS500
Completely race ready, reasonably priced. Call (703) 451-9330 or (703) 373-8056. (341/42NE)

Pro Trac Trailer
20 Ft., pressure washer, compressor, sink, work bench, awning and much more. First rate condition. $3500. (415) 424-9614, Palo Alto, CA. (140/42)

YAMAHA TT/XT: Aluminum banana swingarm kit, S&W 9"+ travel, YZ forks, more, $250. Before 3 pm, (312) 485-4471. (141NE)



Custom Triple Clamps
Made to your measurements. FRANKS RACING (714) 546-3484. (141)

RACING LEATHERS: Road race and dirt track, 5'8", 135 lbs. $100. (612) 941-0810. (141/43NE)

VF750 Superbike
EPMs, Fox shock, Wisecos, Spondons, Carillo rods. Excellent condition. Many spares. Make offer. Mike, (614) 772-1286. (341/42NE)

Leathers, Boots
Used road race leathers, $200-$300. Road race boots, $25 to $50. Dirt track leathers, $250. Street jacket, $150. (606) 787-5029. (341/42NE)

1982 YAMAHA RD350: Liquid cooled, low miles, excellent condition, $955 firm. (414) 722-2252 evenings. (341NE)

Attn. RZ Racers
Congratulations again to Malcolm Hill for winning the RZ-Cup Race at Sears Point Raceway on the TMC Race Shop RZ-350. The TMC Race Shop can make your RZ-350 a winner too. We have the parts that you need and the experience to help you get your RZ into the Winner's Circle. Call or write for our new catalog. Ed Toomey at the TMC Race Shop, 1091 Aviation Blvd., Hermosa Beach, CA 90254. (213) 372-8175. We sell only what works and wins. (441/42NX)

1978 Honda NT125R
Water cooled 1985 ASM Formula 4 champion. 10 wins out of 15 starts. Showroom condition, never been crashed, lots of spares, $2500/OBO. (415) 934-2003. (341/42)

Suz. Roadracer RGB500 Mark8
Excellent condition, well maintained, low mileage, can deliver. Full spares kit, ready to race. (818) 963-7060. (341/NW/42E)

Exotic Motorcycle Imports
All Japanese made exotics available, many in stock now: Suzuki GX750R, RG500 Gamma, RG250 Gamma, Yamaha RZV500R, FZ250F, Honda NS400R, NS250R Kawasaki XR250. Yoshimura GSX750R street and track kit: 33mm Mikuni smoothbores, cams, valve springs, hand vent stainless exhaust, rear-sets. RZ500/RZV500R high performance engine kit: pipes, airbox carb. mods, 12HP overstock RZ, 30 pounds lighter. Yamaha RZV500R OW80 replica. Custom made to your specs: engine kit, Marvic wheels, Fox shock, swingarm, Brembo brakes, Marzocchi M-1R forks, OW80 replica body kit, plus more. (213) 824-7160. (341/42)

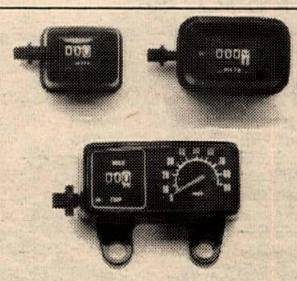
1964 Triumph Bonneville 650
Completely restored, like new. Beautiful bike. Must sell, $2900/OBO. (818) 887-2889. (441/42)

John Player Special
Looks and runs excellent, 4700 miles, just taken out of seven year storage. $3,950. (609) 629-4260. (341NE)

RZ500: 2400 miles, K391, never raced, perfect. Extras and title. After 6 pm, (517) 733-2214. (341/44NE)

WANTED: Honda CB72 or CB77 5 speed gearbox. After 6 pm, (517) 733-2214. (341/44NE)

Quit — Panther Rotax 500
Lillie head, ten races, spares. Help me clean my garage. $2,800 OBO. Larry (616) 243-1544. (341/42NE)



★KTM/Husky/Maico-ODOs★
We have drive kits and Japanese odo heads for all European bikes and most MXers. Retail only. COUNTDOWN (818) 348-8381. (231EOINWX)

Rotax/Honda 500 Dirt Trackers
Knight frames, wide wheels. Race ready. All the best plus spares. 85 Eastern Regional champ Rotax, $5,500. Honda $2,500. 83 KTM 504 rolling chassis, new, $500. Les Washbon, (716) 433-6302. (341NE)

C&J ROTAX FRAME: With fiberglass and shock. Trades considered. After 6:00 pm, (309) 787-5831. (141NE)

ATK Fork Kit
The hottest and most simple front fork modification with multi rate Spring Kit as tested in the May issue of Motocross Action and Motocross Magazines. The choice of most Pro Riders today. Available for 33 to 43mm forks. $49.95 Visa/MC or COD. Ask your dealer or call, ATK Leitner Corp., 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, call toll free otuside CA. (800) 854-4023. (225/EOI/TFN/NW)

84 Husky 250CR
Never raced, mod, XC Flywheel, pipe mods, ridden 6 times $1495. (818) 706/8844. (541)

2 Honda dirt bikes, excellent condition. 1984 CR250 $1095. 1985 CR250 ridden 4 times $1595. Small trailer, perfect for conversion for motorcycle or ATV trailer $50/OBO. (714) 846-7063. (341)

Knight XR500 Honda RFVC
Knight/Marzocchi/Works Performance/Grimeca Brakes front and rear/Kosman and Barnes Wheels/spare engine/extra tires-sprockets-spare parts/Boom Box Junior Mile/Very fast and reliable/professionally maintained/call for detail — anytime/$4000 bike — $5000 everything/Steve (213) 634-2511. (441)

85 CR500 Honda, nearly new, extras, $1700 or trade. Steve (213) 674-1344. (341)

Special Large Mouth Gas Jugs
These hard to find safety jugs have a large 3½" neck opening for easy mixing and fast pouring. These super durable 5-gallon-plus plastic containers come in Racer See-through White or Legal Red. Only $25.99 each. Call TOOMEY RACING USA (213) 539-6542. Visa/MC/Amex COD. Ask for our new Catalog of Special Parts. (241/NWX/TFN)

1986 Moto Guzzi LeMans 1000
Purchased 8/85, only 600 miles, $3500. (504) 293-8400. (141/46NWX)

WANTED: Honda CB72 or CB77 5 speed gearbox. After 6 p.m. (616) 733-2214. (340/41NE)

Start Roadracing
1984 Kawasaki GPz550 professionally tuned by Cycle Tune. Rear shock and front springs. Many extras and spares. $1500 OBO. Box stock contender. Call Brett, evenings (818) 445-0504. (141/42)

Banzai Brothers Pipe Protector
The answer to mashed pipe problems. Available for all 125cc through Open class two-stroke pipes. Fork protectors and Banzai Brothers Logo T-shirts and jerseys also available. Ask your dealer. Send $1.00 for 1985 catalog (refundable with first order). BANZAI BROTHERS RACING, P.O. Box 41457, Eagle Rock, CA 90041. (213) 256-4922. (212/13NWX/EFI/TFN)

H-D XR750 Parts
Axtell heads, crankshaft assembly, Lawwill cams. (707) 442-6166. (141NX)

'84 Honda 1000 Interceptor
Metzelers, Vance and Hines exhaust, lowers, $3100. (818) 846-6054 evenings. (141/42)

1984 HONDA 500 INTERCEPTOR: 12,000 miles, new tires, good condition, $2000. (818) 965-3989. (141/42)

Smuggler Trailer
Spacious 18', will carry five bikes and comfortably sleep six. Self contained, awning and lots of storage, $3500. (818) 246-1495. (141/42)

'80 FORD 350 1-TON. Super van 16.5 radials, C-B running boards, Visor, PS, PB quad grill, cruise, dual exhaust, front custom interior, AM/FM cassette. Extras. $12,000. (206) 833-0363. (141/42)

Bonneville Record Holder
1985 Kawasaki Ninja, less than 300 miles, set speed record 8/20/85. Now in storage, buy a winner, only $3600. Lots of extras. (714) 581-0333 days, (714) 770-0801 nights. (341/42)

1985 KX80 Super Fresh
See a super clean KX, $750. Ask for John at (818) 240-3512. (141/42)

Maico and Can-Am Parts
50% off all parts in stock. Good supply for 490 Maicos. Call collect (303) 232-8787. KAWASAKI WEST, Lakewood, CO. (141/42)

'83 Honda XR500R
Good condition, low mileage, Metzeler front. $1100/OBO must sell. (714) 381-6444. (341/42)

600,900 Ninja, 600 FJ Decals
Available in red and silver are 2" x 4". Order direct: $5.00/pair, $7.00/2 pairs. From Design Graphics Unlimited, P.O. Box 63355, Los Angeles, CA 90063. (141/42)

1985 Yamaha YZ250
FMF porting, Race Tech shock and forks, Weis silencer. 10 total hours on machine, must sell, $1600. Ask for Lee or Ray at (619) 756-1272, or (619) 756-5481. (341/42)

'82 Yamaha YZ250
Desert ready, well maintained by vet owner, $800. Also 1978 ATC 90 with aluminum wheels, good condition, $250. (714) 981-7956. (341/42)

Knight Hon 250 Redline TT500
1983 CR250 Knight frame, all new, lots of spares, $2500. TT500 Redline frame, lots of spares, 3 motors, sell complete or part out, $800. (408) 728-5485. (141/42)

Husky '82 430CR, '83 500XC
Both in excellent condition, on stock bore and with desert tanks. $800/$1300/OBO. (415) 724-6980. (141/42)

Ducati 900 Hailwood
California legal, last of stock, on sale for $6595. Also Laverda Executive Corsa, and RGA, ready to go. EUROPEAN CYCLE SPECIALTIES, 10301 Garden Grove Blvd., Garden Grove, CA 92643. (714) 530-2712. (241/43)

79 CBX 84 GL1200 84 VF700F
Piecing out. Contact Rob at (714) 893-8864. (141/42)

2 1985 Fresh Suzuki RM80's
1 stock, 1 R&D modified, $600 each or both for $1000. (714) 777-1715. (241/42)

1979 HONDA XR250: Very clean, super reliable, earned three enduro trophies, $400. (818) 964-0737. (141)

California Superbike School
Course fee includes leathers, helmet, boots, gloves, and Kerker equipped Kawasaki GPz. Riding seminar by Keith Code, and 40 miles on the track. Upcoming Schools: Sears Point-Oct. 26. Willow Springs-Nov. 2 & 30. Laguna Seca-Nov. 23. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (241TFN)

Tank Protector Film
Help stop those ugly scratches on your gas tank! An opaque flexible film which is easy to apply and preserves your bike's beauty. Send $5.50 check or money order (includes $1.50 handling) to: LA MOTORSPORTS, 975 S. Kingsly Dr. #6, L.A., CA 90006. (213) 388-8814. (341/42)

500 Honda
1984 Panther frame, Marzocchi, Kosman adjustable clamps, Works, Grimeca, Branch head, Megacycle, fresh engine and new paint. $4500/OBO. Dave at (208) 384-1888, or (208) 384-7415. (341)

1985 KAWASAKI KX250: New bike, riding apparel, $1900. 1982 Yamaha YZ250, $650. (805) 527-8543. (141)

1985 Yamaha YZ250
Race Tech suspension, new tires, rings, chain sprocket. $1650. Ohlins shock fits '85 YZ250, $275. (818) 787-5485. (141/43)

New Seiko Printing Stopwatch New Toomey Racing Exclusive
This unique stopwatch has timing in hours, minutes, seconds and 1/100 seconds up to 10 hours. Big 3 row display, split on top, lap in the middle and cumulative on bottom. The printer prints time, date, lap #, split lap time and cumulative time each lap. Also it has a clock/calendar function when not using the printer. Comes complete with handy waist belt pack and printer paper. Battery included. Call TOOMEY RACING USA. (213) 539-6542. MC/Visa/Amex or COD. Ask for our new Catalog of Special Parts. (241NWX)

1982 Honda CR250
Very good condition, runs strong, $800. (619) 578-9344. (141)

KTM-Kawasaki-CZ
'82 KTM 250, excellent condition, extras, $900/OBO. '81 Kawasaki 250, ridden 3 times, $700/OBO. '73 CZ 380, needs bore, $150/OBO, trade. (408) 923-4108. (141/42)

Metal Lathe
Clausing 10" X 36" metal lathe, three and four jaw chucks, live center, drill chuck, etc. Cuts any threads, $795. Call (714) 661-9727 evenings. (341)

20' Smuggler
1973. $3000. Call after 4 p.m. (213) 569-0996. (341/44)

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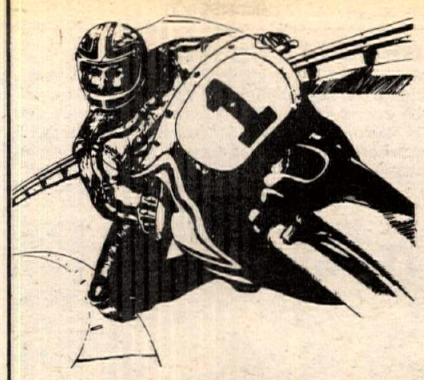

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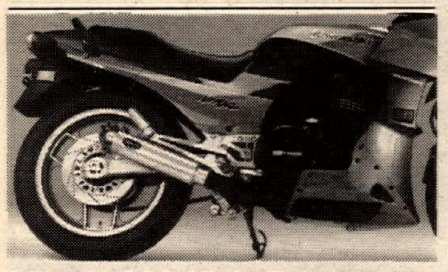

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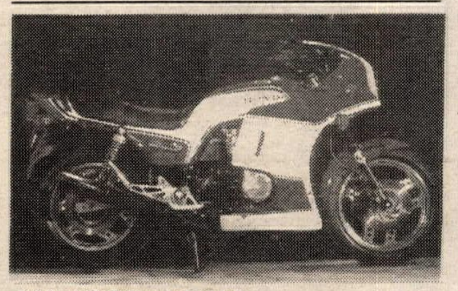

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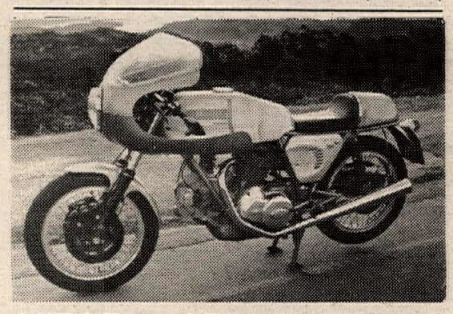

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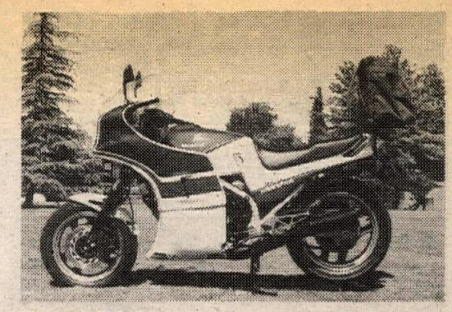

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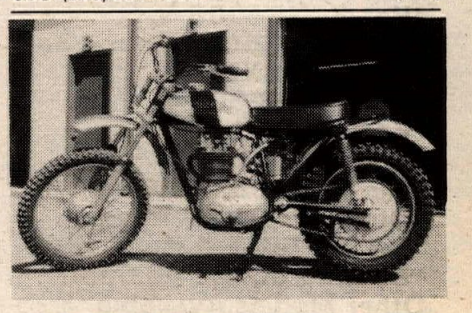

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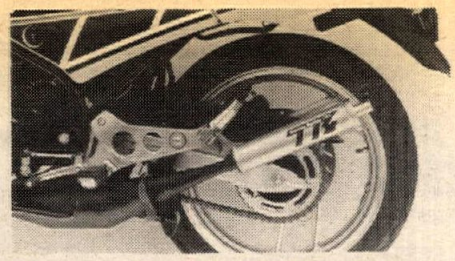

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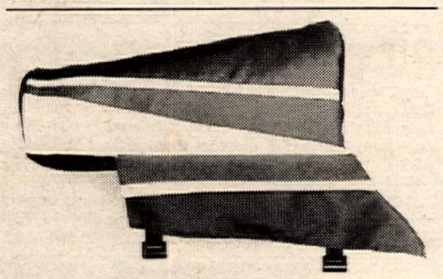

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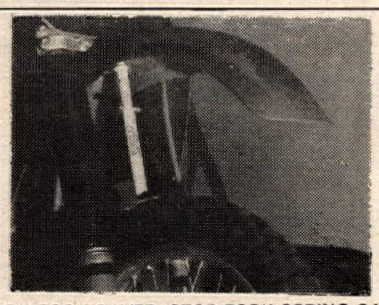

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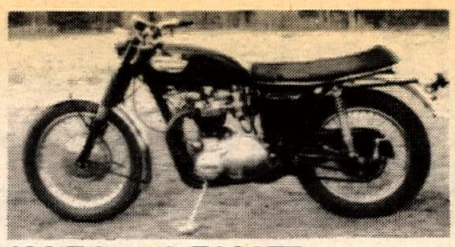

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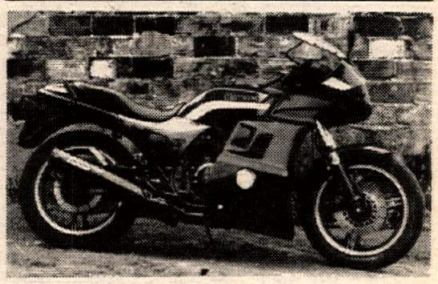

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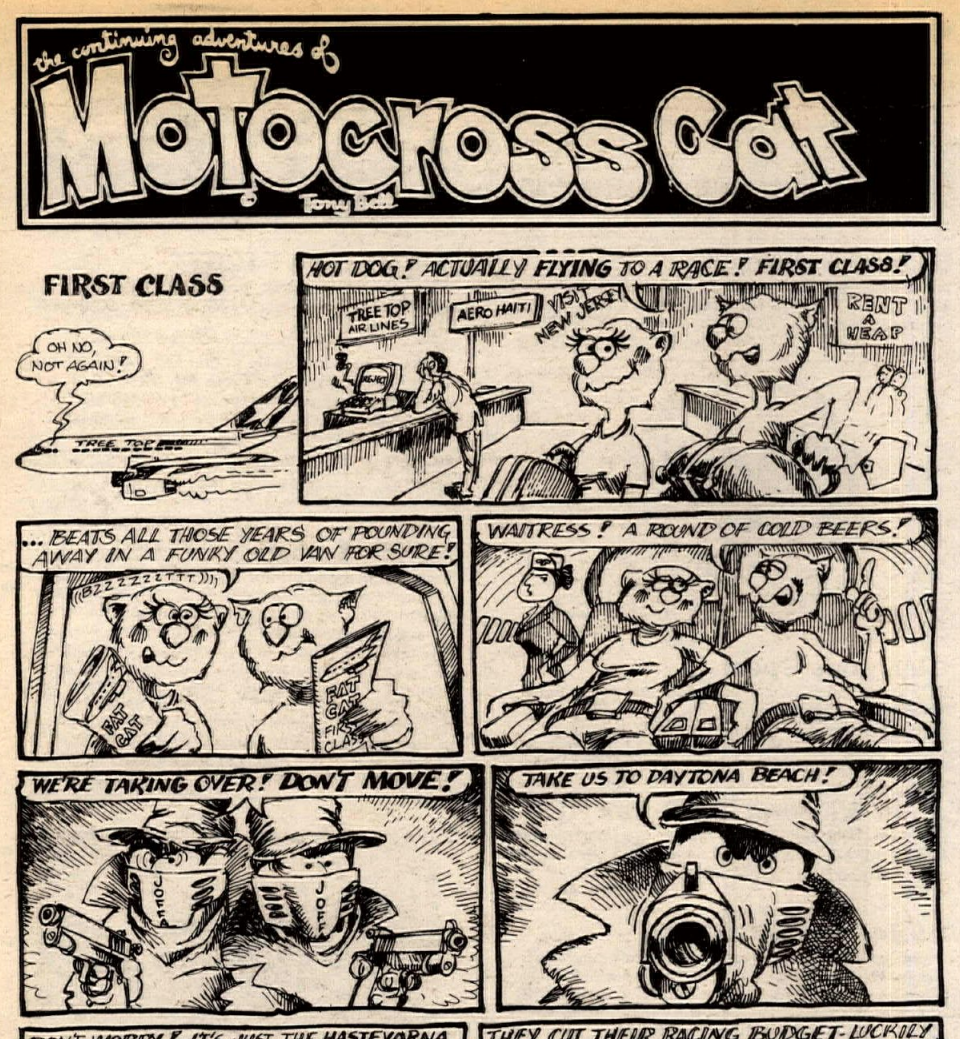

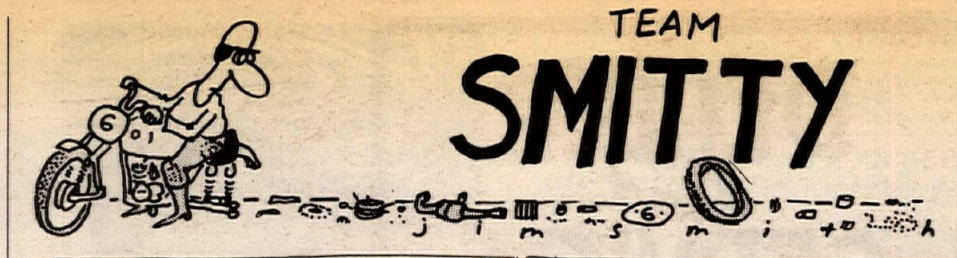

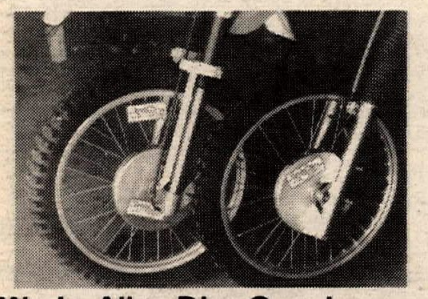

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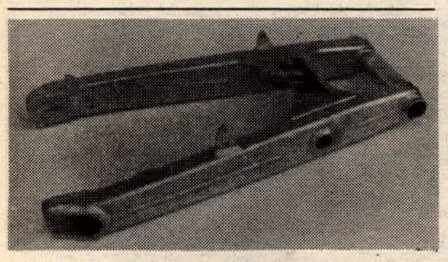

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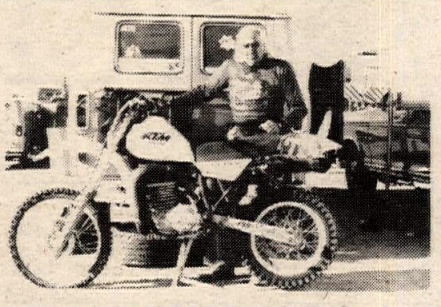

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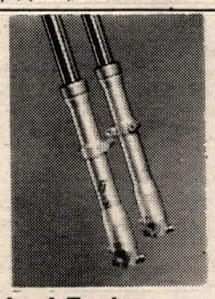

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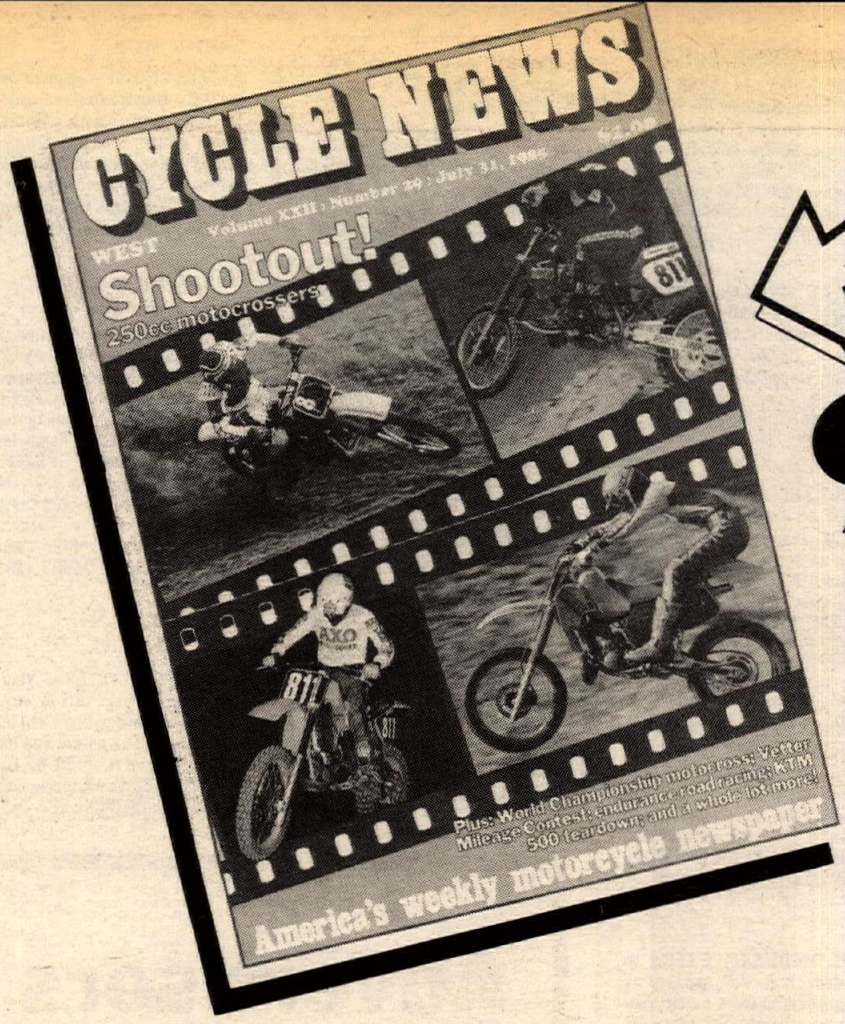

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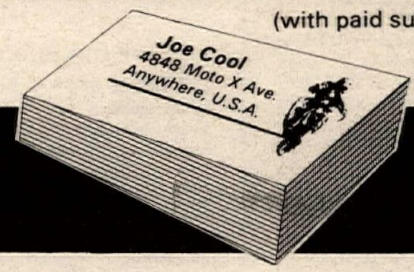

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